

Number and rate of fatalities – 1a



Write up:

Safety is MoDOT's number one priority. Whether resident, visitor to the state or highway worker, the ultimate goal is to assure that everyone returns home safely.

MoDOT supports Zero Fatalities by 2030 as part of a strategic highway safety plan designed to reduce the number and severity of traffic crashes using the four key disciplines of traffic safety: engineering, enforcement, education and emergency response.

There were 264 fatalities in the second quarter of 2020. This is an increase of 50 fatalities from the second quarter of last year. For the year, there have been 442 fatalities compared to 378 for the same time frame in 2019, an increase of 64. The target for 2020 is 836 fatalities or fewer.

Focusing on the Partnership Toward Zero Deaths, there are currently 28 counties with Zero Fatalities in the six months of 2020.

Purpose:

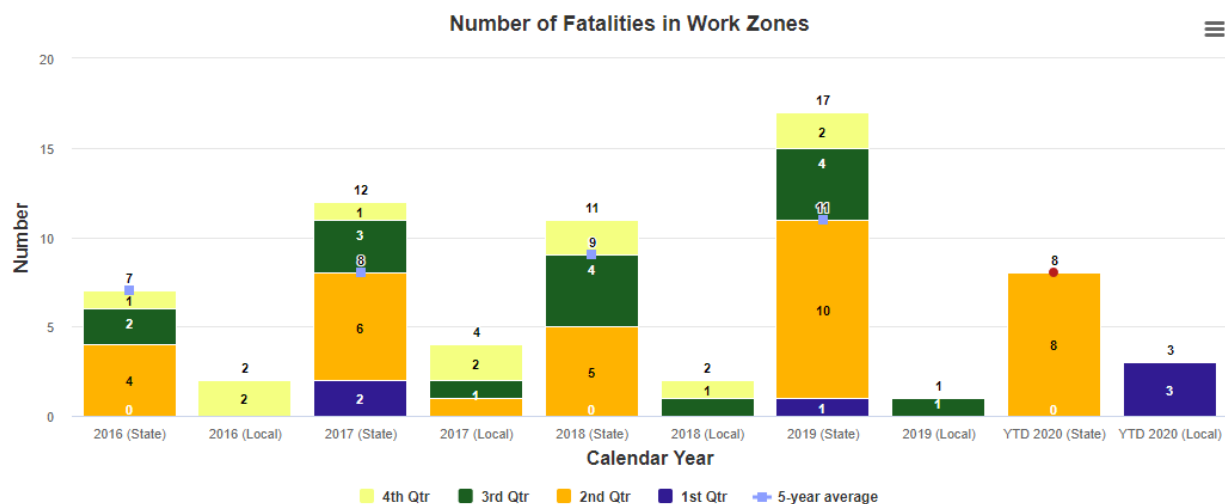
The fatal number measure tracks quarterly, annual and five-year average trends resulting from traffic crashes on all Missouri roadways.

Measurement and Data Collection:

Missouri law enforcement agencies submit a vehicle accident report form to the Missouri State Highway Patrol to be entered into a statewide traffic crash database. The database automatically updates MoDOT's crash database system, which is part of the Transportation Management System. The rate of fatal crashes charts display annual and five-year average fatality and injury rates per 100 million vehicle miles traveled for these same crashes. In addition, the fatality rate chart includes the national average.

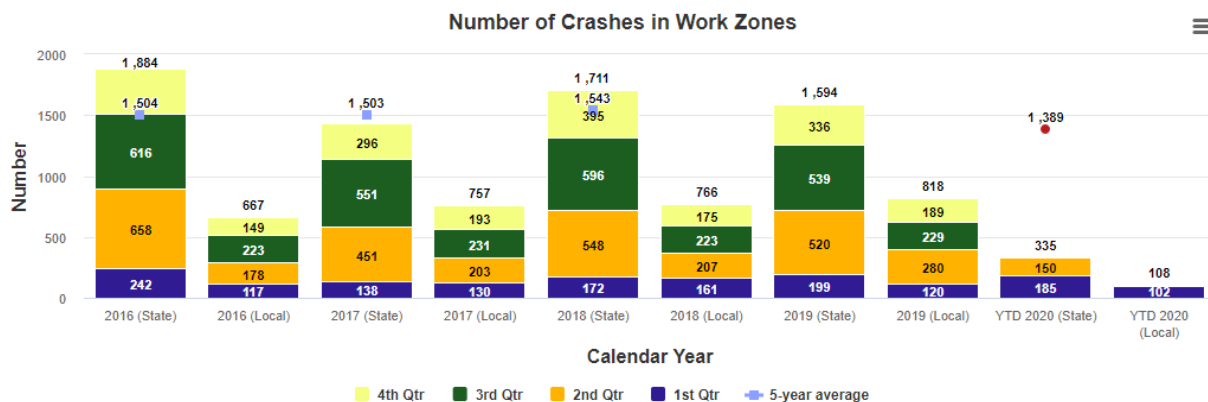
Targets are based on Zero by 2030 fatality reduction, 1% VMT increase, and non-motorized reduction based on overall fatality and reductions. An exception is made for instances where the baseline five-year rolling average is less than the calculated target using the parameters previously described. When this occurs, the baseline will be used as the target.

Number of fatalities in work zones – 1b



Target: Below 8

***2019 - Fatalities derived from TMS**



Target: Below 1,389

***2020 - First quarter 2020 data is unavailable through the MSHP radio reports and is incomplete in TMS**

Write up:

Safe, efficient travel for the public through work zones is important. All crews working in work zones are expected to conduct operations safely. MoDOT makes every effort to ensure this is the case and asks motorists to pay attention, slow down, move over, buckle up and drive without distractions.

MoDOT's goal is zero fatalities in work zones. Only through continued efforts from MoDOT, the contracting industry and the driving public can that goal be accomplished. There will be continual improvement in planning, available strategies and technologies employed. It is up to MoDOT to deploy the proper tools in each of the work zones.

Based on information currently available, there have been seven fatal work zone crashes in calendar year 2020 on the state system and two fatal crashes on non-state system. The seven state system crashes all happened in the second quarter. Three of the crashes were rear-end collisions on the interstate where traffic was slowed in the work zone. One of those crash reports was not clear on the cause, one specifically mentioned that the driver was speeding and swerving immediately before the crash and the final one indicated that the driver was distracted and never applied their brakes. The nine fatal work zone crashes this year have resulted in a total of 11 fatalities. Of the eight people who were known or required to wear safety devices only three were wearing them.

Poor driver behavior remains a primary factor in these fatal crashes which proves difficult for MoDOT to control. Community outreach and public awareness campaigns, such as Buckle Up Phone Down, are very helpful, but ultimately MoDOT is dependent upon the driving public to make good choices when driving in work zones. The challenges for MoDOT remain many, with changing driver behaviors at the top.

Purpose:

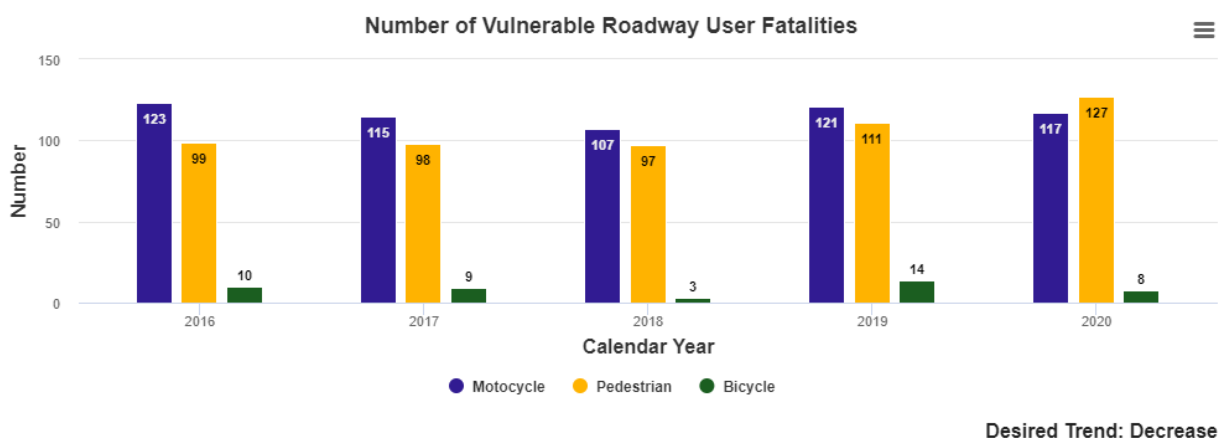
This measure tracks the number of traffic-related and non-traffic-related fatalities, injuries and overall crashes occurring in work zones on state-owned and off-system roadways.

Measurement and Data Collection:

Missouri law enforcement agencies submit a vehicle accident report form to the Missouri State Highway Patrol to be entered into a statewide traffic crash database. The database automatically updates MoDOT's crash database system, which is part of the Transportation Management System. MoDOT staff query and analyze this data to identify work zone related crash statistics. Missouri State Highway Patrol prioritizes entry of the crash reports by fatality, serious injury and property damage only.

The target for this measure is updated quarterly. This target is established by projecting a 10% improvement over a five-year average.

Number of vulnerable roadway user fatalities – 1c



Write up:

In 2019 there was an increase in the number of vulnerable roadway users compared to 2018. Motorcycle fatalities increased 13%, pedestrian fatalities also increased 13%. Bicycle fatalities more than quadrupled in 2019 from 2018 and were one and a half times more than 2015-2017.

Reviewing the fatalities for vulnerable users in 2019, five incidents involved drivers not following the rules of the road (failing to yield, speeding, using the wrong lane) and five where the cyclist didn't follow the rules of the road. In addition, two fatalities involved alcohol, one by the vehicle driver and one by the cyclist. The others were a suspected suicide and equipment malfunction. Developing strategies to focus on rules of the road for vehicle drivers and cyclists seems prudent.

The locations of the fatalities also provide focus areas: the Kansas City area had four fatalities, St. Louis had three and two were in the Springfield area. The worst months for fatalities were in June, July and August - each of which saw three fatalities. With higher fatalities during the summer months, releasing campaigns during those months is crucial.

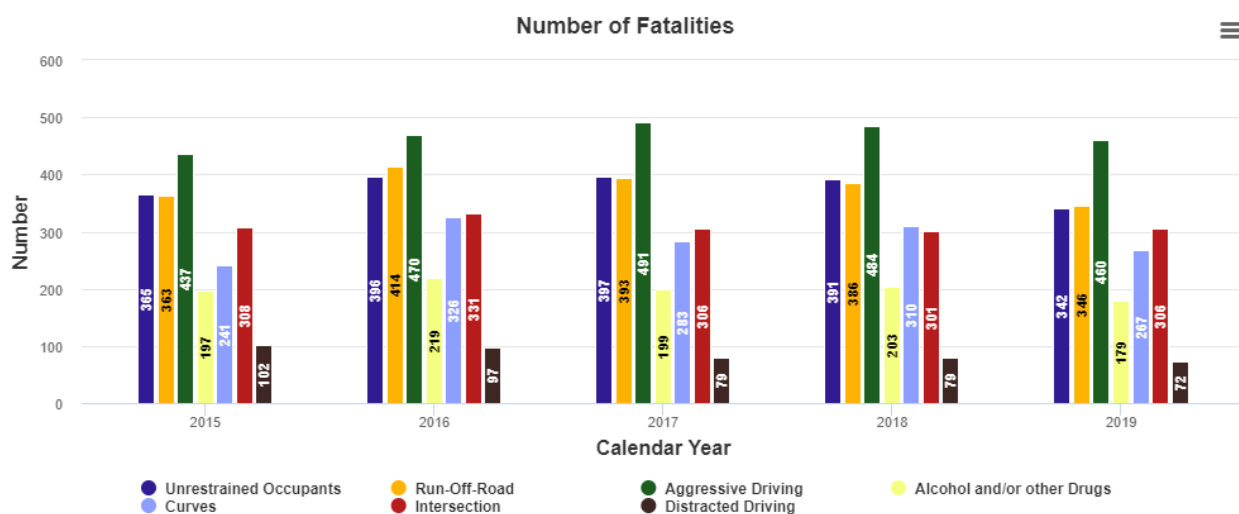
Purpose:

The vulnerable roadway user measure tracks annual trends in fatalities of motorcyclists, pedestrians and bicyclists. These roadway users are at risk for death when involved in a motor-vehicle-related crash.

Measurement and Data Collection:

Missouri law enforcement agencies submit a vehicle accident report form to the Missouri State Highway Patrol to be entered into a statewide traffic crash database. The database automatically updates MoDOT's crash database system, which is part of the Transportation Management System.

Most common characteristics of fatal crashes – 1d



Write up:

MoDOT's priority is to keep customers and employees safe. The greatest challenge to this is the recurring frequency of fatal crashes and serious injury crashes on Missouri roadways. In order to combat this, MoDOT utilizes crash data to identify the most common contributing circumstances of severe crashes. By identifying behaviors and characteristics most associated with these crashes, MoDOT can make more informed decisions to address the problem. While the most common causes are related to human behavior, MoDOT can help implement solutions through education, enforcement, engineering and emergency response to minimize poor decisions and their potential impact.

Missouri had 879 traffic fatalities in 2019. While nearly every category saw a decrease in 2019, aggressive driving continued to be the leading cause of fatal crashes in the state. Aggressive

driving includes speeding, driving too fast for conditions, following too close and improper passing. These behaviors, along with impairment and distraction, account for most fatal crashes in the state. When coupled with the decision to not buckle up, the results are even more deadly. On a positive note, seat belt use in Missouri reached an all-time high in 2019, and the number of unbuckled fatalities was down 13% for the year. That said, 64% of the vehicle occupants killed in 2019 were not wearing a seat belt. Distracted driving crashes were also down for the year, though it should be noted that this behavior is often difficult for officers to prove and reflect in the crash report. Both measures indicate positive progress in two of MoDOT's targeted behaviors, buckling up and putting the phone down.

Through the Statewide Transportation Improvement Program, MoDOT continues to program millions of dollars in safety improvements each year, including curve improvements, high friction surface treatment, paved shoulders, rumble strips and intersection improvements such as J-Turns, turn lanes and pedestrian accommodations. These improvements are being identified through a data-driven, benefit-cost analysis to maximize the return on investment. On average, the state sees a six to one return on investment with these improvements. In addition, MoDOT continues to take advantage of federal safety funds for educational and enforcement programs to reduce poor driving behaviors. These programs allow other safety partners in the state to get involved in effort to move Missouri toward zero deaths. MoDOT will continue evaluating and implementing programs that successfully reach new audiences and prioritize a culture of highway safety in Missouri.

Purpose:

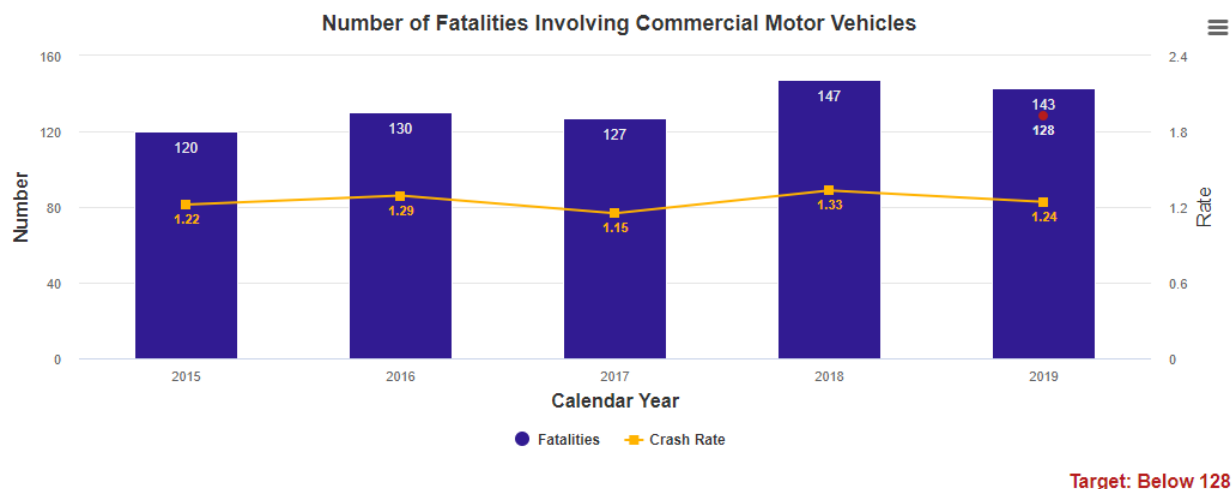
The measure tracks annual trends in motor-vehicle-related fatal resulting from the most common contributing factors or highway features. This data represents seven of the top focus areas presented in Missouri's Blueprint to Save More Lives.

Measurement and Data Collection:

Missouri law enforcement agencies submit a vehicle accident report form to the Missouri State Highway Patrol to be entered into a statewide traffic crash database, which is part of the Transportation Management System. MoDOT staff query and analyze this data to determine the number of unrestrained occupants in crashes, how often aggressive driving, distracted driving, alcohol and other drugs contribute to crashes, and whether or not the vehicles ran off the road, the crash occurred in a curve or the crash occurred at an intersection.

The Highway Patrol experiences a lag in data entry each year which prohibits MoDOT from using current complete crash data. This lag is being reduced through a combination of efforts involving not only manual data entry, but also an increased emphasis in electronic data entry.

Number and rate of fatalities involving commercial motor vehicles – 1e



Write up:

Commercial Motor Vehicles play a vital role in the nation's economy by transporting the products that are needed. By tracking the number of CMV involved fatalities, MoDOT can target educational and enforcement efforts, as well as improve safety features along Missouri roadways. MoDOT partners with the Missouri State Highway Patrol, St. Louis Metropolitan Police Department, Kansas City Police Department and St. Louis County Police Department to keep people safe while traveling in and around CMVs.

While efforts from MoDOT and the partner agencies are effective in improving safety on roadways, Missouri has not experienced a significant decrease in the number and rate of fatalities involving CMVs. Between 2015 and 2019, fatalities involving a CMV increased by 19.2% and the fatality rate slightly increased from 1.22 to 1.24 per 100 million CMV vehicle miles traveled. In 2019, Missouri experienced a decrease of four fatalities involving a CMV as compared to 2018. This resulted in a 2019 fatality rate of 1.24 compared to 1.33 for 2018.

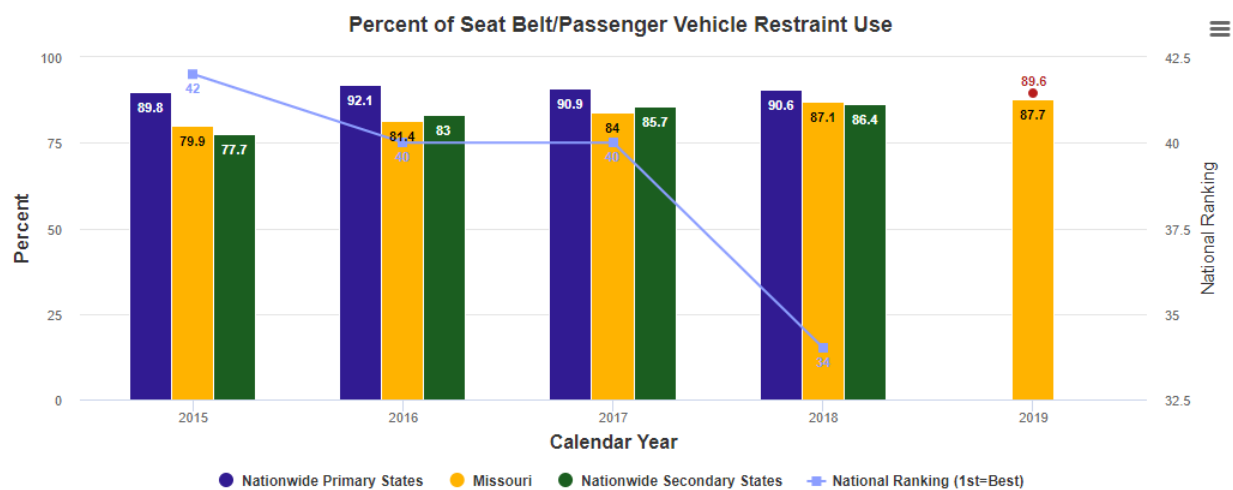
Purpose:

This measure tracks annual trends in fatalities involving Commercial Motor Vehicles. This data guides the development and focus of the Commercial Vehicle Safety Plan, which is the plan required to receive Motor Carrier Safety Assistance Program funds.

Measurement and Data Collection:

Missouri law enforcement agencies submit a vehicle accident report form to the Missouri State Highway Patrol to be entered into a statewide traffic crash database. The database automatically updates MoDOT's crash database system, which is a part of the Transportation Management System. The fatal rates on the charts display the annual fatality and injury rates per 100 million vehicle miles traveled for commercial motor vehicles for these same crashes. The targets are based on a 9% improvement rate from the immediate prior year fatalities from the immediate prior year.

Percent of seat belt/passenger vehicle restraint use – 1f



Write up:

Seat belts save lives, but getting people to use them – even to protect their own lives – is a challenge. Public education is one way to keep the issue in front of motorists, along with legislation. MoDOT supports each approach, attacking the problem with focused marketing campaigns and reinforcing it with hard facts to back legislative efforts. Several municipalities across the state are taking matters into their own hands, enacting primary ordinances within city limits. Missouri currently has one county and 63 municipalities that have adopted primary seat belt ordinances, representing over 27% of the state’s population.

Based on 119,413 observations, seat belt use in Missouri for 2019 was 87.7%, a 0.6% increase from 2018. Gasconade County was the lowest at 67.7% and Callaway County was the highest at 96.0% (weighted data). The national average for seat belt use in 2018 was 89.6% (2019 data is not yet available). Missouri’s national ranking (including Washington DC) in 2018 was 34th, with 17 states ranking lower in seat belt use. States with a primary seat belt law generally rank highest on seat belt use nationwide, while states that have a secondary law continue to rate lowest in national rankings.

MoDOT is improving its safety culture through statewide strategic initiatives such as Buckle Up Phone Down and by coordinating Click It or Ticket, Youth Seat Belt and Child Passenger Safety Campaigns, as well as providing educational programs such as Teens Taking Action To Prevent Traffic Crashes and ThinkFirst.

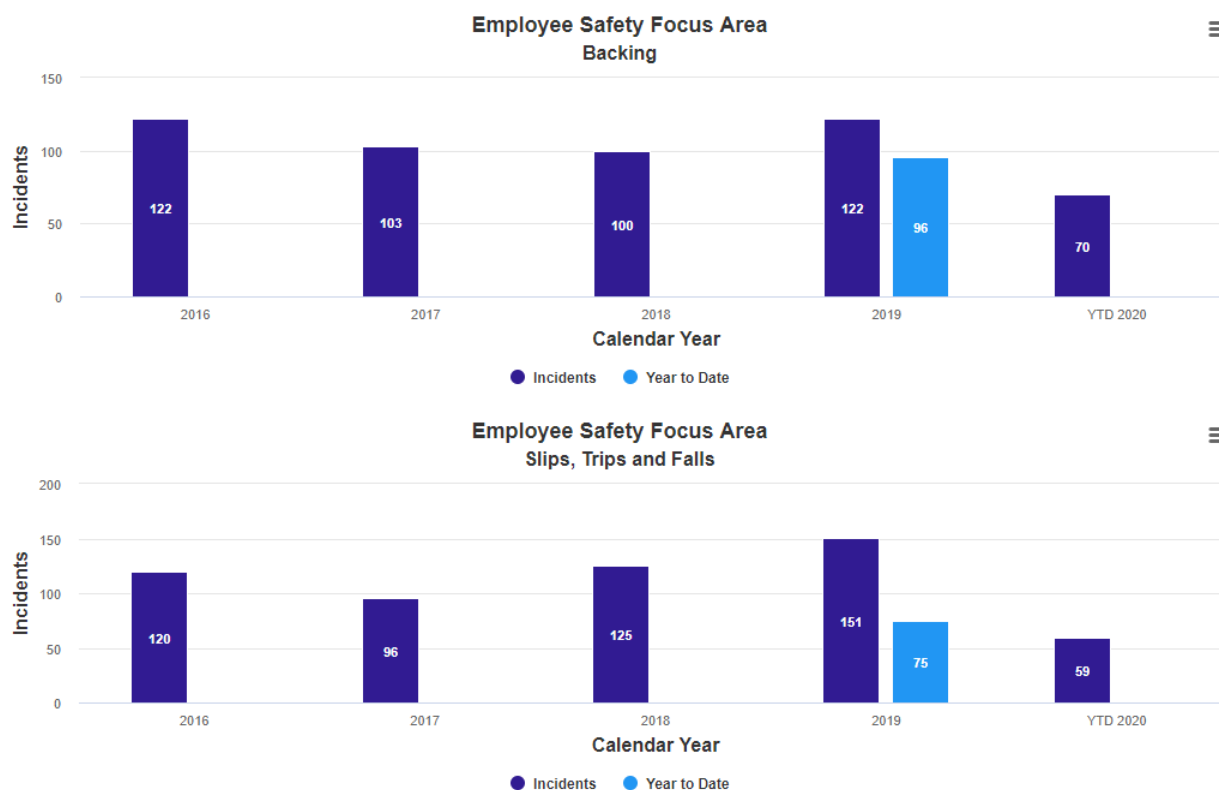
Purpose:

This measure tracks annual trends in seat belt use in passenger vehicles. This data drives the development and focus of the Missouri Highway Safety Plan and supports Missouri’s Blueprint to Save More Lives.

Measurement and Data Collection:

Each June, a statewide survey is conducted at 560 preselected locations in 28 counties. The data collected is calculated into a seat belt usage rate using a formula approved by the National Highway Traffic Safety Administration. Data collection locations are selected from counties that represent 85 percent of the state's vehicle occupant fatalities. While the data collection plan is the same each year for consistency, NHTSA guidelines require survey sites to be re-selected every five years based on updated fatality data. The 2018 survey is the first survey using updated survey sites since Missouri's new survey methodology started in 2013. The target for this measure is updated annually in October for the next calendar year. This target is established as the current national average.

Employee safety focus areas – 1g





Write up:

MoDOT's number one value is safety. The purpose of this measure is for everyone to arrive at work safely and return home the same way. This includes all the preparation necessary for a safe day including planning the jobs, Risk Based Assessment review, morning safety briefings and stretching. This measure focuses on improving three high risk areas: backing a motorized vehicle; slips, trips and falls; and sprains and strains.

MoDOT had 48 backing incidents in the first two quarters of 2020. While this is a 24% decrease from the same time frame in 2019, even one backing incident is too many. Backing incidents can cause property damage, injuries and death. Improvement strategies include parking to avoid backing, good planning, always using a spotter and doing a thorough circle check of the area.

There were 59 employees who received medical attention for slips, trips and falls during the first two quarters of 2020, which is a 21% decrease from the same time frame in 2019. Improvement strategies include being aware of surroundings, keeping work areas organized, looking out for each other by pointing out hazards on the job that may be hidden.

During the first two quarters 2020, 48 of MoDOT employees received medical attention for sprains and strains. This is a 2% increase from the same time frame in 2019. Improvement strategies include morning and afternoon stretching, asking for help when lifting and using proper lifting technique.

It is imperative employees focus on improvement strategies and put MoDOT's Behavior Based Safety and Actively Caring programs into action. At MoDOT, safety is everyone's responsibility.

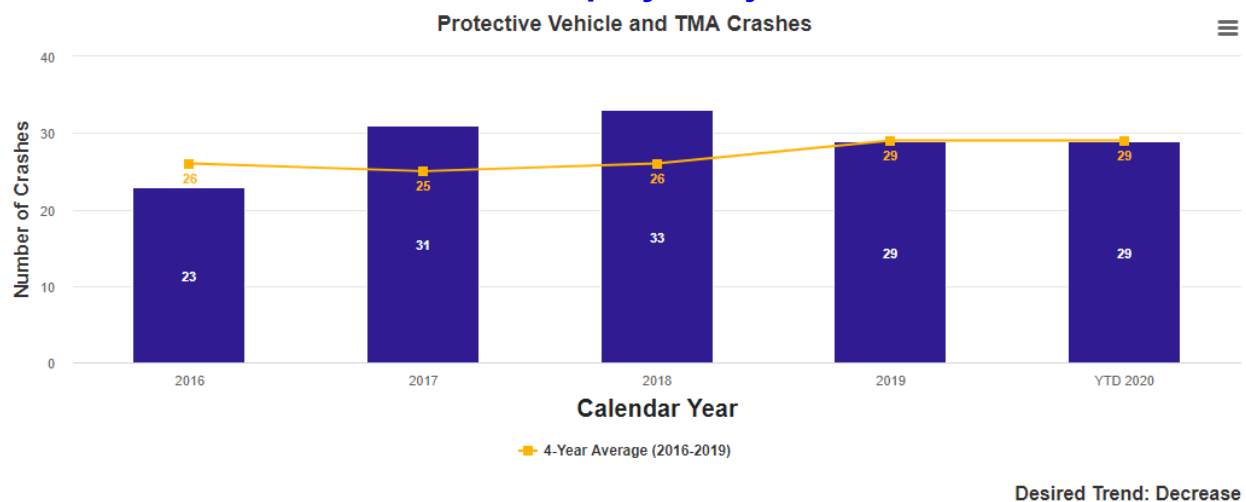
Purpose:

This measure tracks the department's most frequent incident types and highlights areas to focus on for improvement.

Measurement and Data Collection:

Data is collected through RiskMaster for each District going back three years on the number of backing incidents; slips, trips and falls; and strains and pulls. These are the three most common types of injuries at MoDOT.

TMA crashes and associated employee injuries – 1h



Write up:

While the ultimate goal is to eliminate work zone crashes, the goal for this measure is to reduce the number of protective vehicle/truck-mounted attenuator crashes below the previous four-year average. In the second quarter of 2020, MoDOT had 13 reported protective vehicle crashes as well as three additional crashes reported for the first quarter. The average number of crashes for the entire year has already occurred in the first half of 2020. These crashes can be less than \$100 in damage to the TMA, but in most cases a new TMA costing approximately \$22,000 is required. This does not include staff time, truck damage, lost wages or medical bills. This quarter, five employees in TMA crashes sought medical attention. Truck mounted attenuator crashes this quarter all happened during the day, predominately in urban areas. Operations in which crashes occurred include four sweeping, one bridge flushing, two pothole patching, one mowing, one striping, one drain cleaning operation, two non-moving operations and one bridge deck sealing. In five of the 13 crashes the driver fled, including one substantial collision where the driver and passenger fled on foot. The adjusted first quarter number of TMA crashes was 2.3 times more and the second quarter was 1.6 times more than the average number of crashes for that quarter. At this point the year to date TMA crashes are double the four-year average.

Purpose:

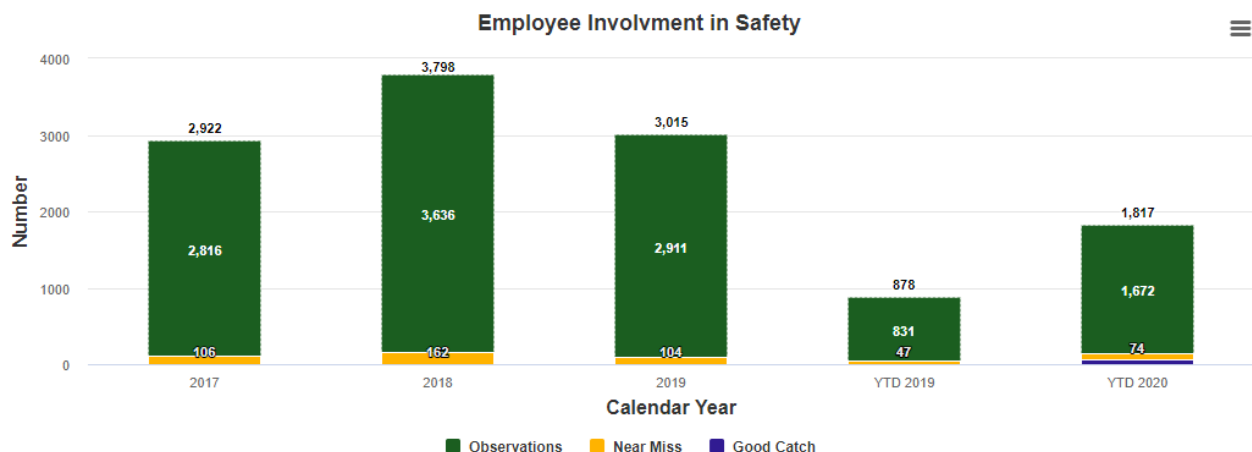
MoDOT owns more than 300 truck or trailer mounted attenuators that are used to save lives by absorbing the impact of a crash in a work zone. By measuring the number of TMA/Protective vehicle hits, MoDOT is able to identify higher risk activities that could result in a crash and share this information to develop strategies to eliminate work zone crashes.

Measurement and Data Collection:

When a TMA incident occurs, a claim report is completed. The claim reports and any associated police reports are collected by Risk Management Technicians for review and interpretation. Only incidents where the TMA was involved are included in this data. This measure is reported based on quarters of a calendar year.

Employee perception of safety program (UNDER CONSTRUCTION) – 1i

Employee involvement in safety - 1j



Write up:

To be effective, any safety and health program needs the meaningful participation of its employees. They have much to gain from a successful program and the most to lose if the program fails. They also often know the most about potential hazards associated with their jobs. Additionally, involvement breeds acceptance as people support what they help create. These proactive measures, Behavior Based Safety Observations and Good-Catches, are positive things employees can do rather than negative outcomes they should avoid. Safety happens before an incident and this measure gives employees the goal of elimination before mitigation. Conversely, learning from mistakes is vital to a safety program. Near-miss reporting is another piece of the puzzle that allows the department to continue the vision of zero injuries. Comparing first half of 2019 to the first half 2020, the department experienced a 228% increase in employee participation in observations, near-miss and good-catch reporting.

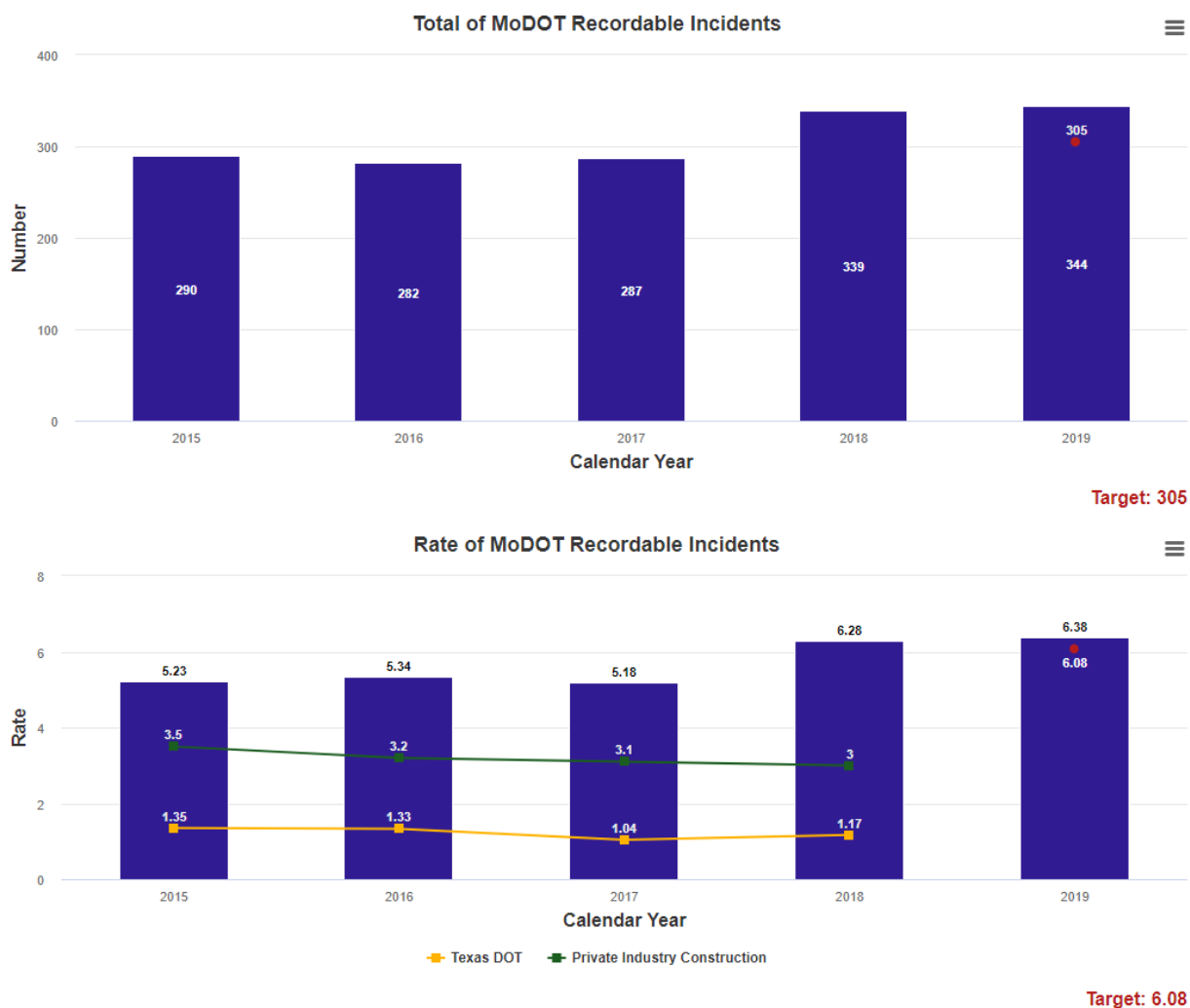
Purpose:

This measure shows how involved MoDOT employees are in the department's safety program by tracking BBS observations, near-misses and good-catches. This leading indicator shows trends and recognizes employees practicing good hazard recognition.

Measurement and Data Collection:

Employee involvement measure uses observation, near-miss, and good-catch data that is submitted by employee through <https://www.modotbbs.com/>

Total and rate of MoDOT recordable incidents – 1k



Write up:

The total and rate of recordable incidents are tracked to measure the department's goal of fewer injuries. MoDOT's goal is for every employee to go home every night to their families unharmed. Reporting injuries allows the department to arrange for prompt treatment and to

learn from mistakes or remediate hazards. The total number of recordables for 2019 has increased slightly compared to 2018. The rate of incidents has also increased slightly compared to last year. There was a 1% increase from 2018 for both the number of recordables as well as the rate of incidents.

Leading causes of injuries this year were slips, trips and falls (24%), strains (17%) and cut/punctured/scraped (13%). Based on the work activity being performed at the time of the incident, equipment use accounted for 30% of employee injuries, bridge work accounted for 11% and 9% were due to lifting or moving materials.

Purpose:

This measure tracks the number of recordable injuries in total and as a rate of injuries per 100 workers.

Measurement and Data Collection:

The calculation for incidence rate is the number of recordables times 200,000 divided by the number of hours worked. The 200,000 used in the calculation is the base for 100 full-time workers (working 40 hours per week, 50 weeks per year). MoDOT defines a recordable incident as a work-related injury or illness that results in death, days away from work or medical treatment resulting in cost to the department. The injury data is collected from RiskMaster, the department's risk management claims administration software. The number of hours worked is taken from MoDOT's payroll data.

The target for total recordable incidents is updated quarterly. The target for rate of recordable incidents is updated annually. The target is calculated by subtracting 10% from the year-to-date comparison period.

General liability claims and costs -11



Write up:

Keeping employees and the public safe is the department's highest value. Controlling damage to vehicles and reducing personal injury in work zones, on right-of-way and other areas under department control helps MoDOT accomplish this goal. Compared to the first two quarters of 2019, there was a 56% decrease in the number of claims so far in 2020. Most of the claims in 2020 were attributed to pavement defects. Also compared to the first two quarters of 2019, there was a 116% increase in the amount paid.

This quarter, payments were made on 131 claims against the department, totaling \$1,791,131. Three claims accounted for 87% of the second quarter's payments. The department settled a 2016 claim where a collision occurred when a vehicle hit a slick spot causing a driver to lose control of the vehicle and crossed over into oncoming traffic. This incident caused a collision and multiple fatalities. A cable barrier was installed after the accident. The claim was settled for \$729,000. A second claim that occurred in 2018 where a vehicle had to stop on an ice covered road due to traffic braking hard in front of him, causing him to overturn down a steep embankment resulting in a fatality. The claim settled for \$390,000 based on the lack of a shoulder and guardrail at this location. The last claim

occurred in 2015 where a motorcycle drove through a slick substance causing the driver to lose control and hit an embankment resulting in serious injuries. The claim was settled for \$435,849 based on the department having prior notice of the dangerous condition.

To achieve the general liability number of claims target, the focus needs to be on the department's most common claims. Historically, the top five most frequent claim types during the second and third quarters are pavement defects, chip seal operations, debris on the roadway and mowing and striping operations.

Purpose:

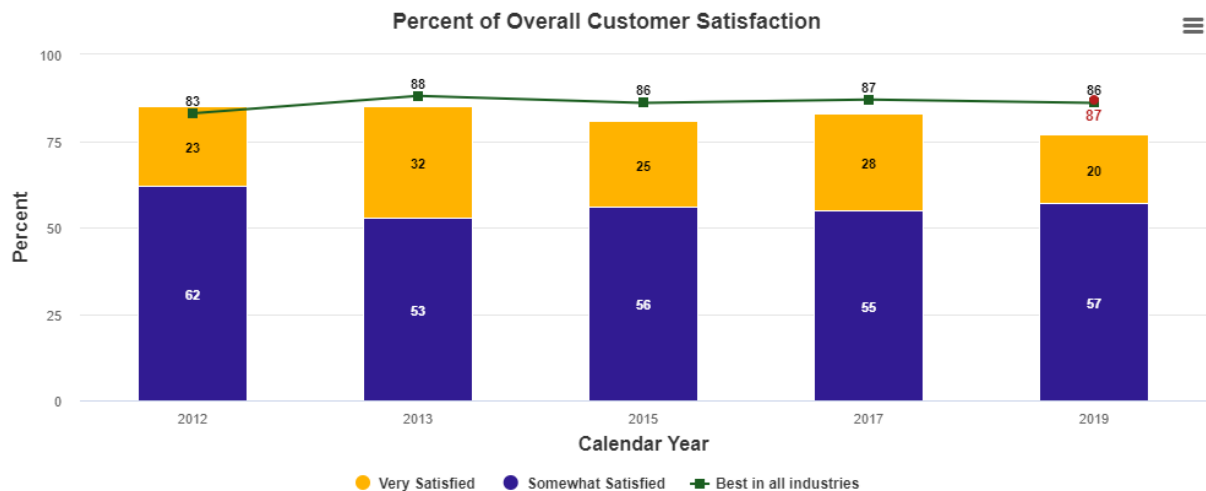
This measure tracks the number of general liability claims and the amount paid.

Measurement and Data Collection:

General liability claims arise from allegations of injuries/damages caused by dangerous conditions on MoDOT property and the injury/damage that directly resulted from the condition. In addition, an employee must be negligent and create the dangerous condition or MoDOT must have actual or constructive notice of the dangerous condition in sufficient time prior to the injury/damage to have taken measures to protect the public. Claims data is collected from RiskMaster, the department's risk management claims administration software.

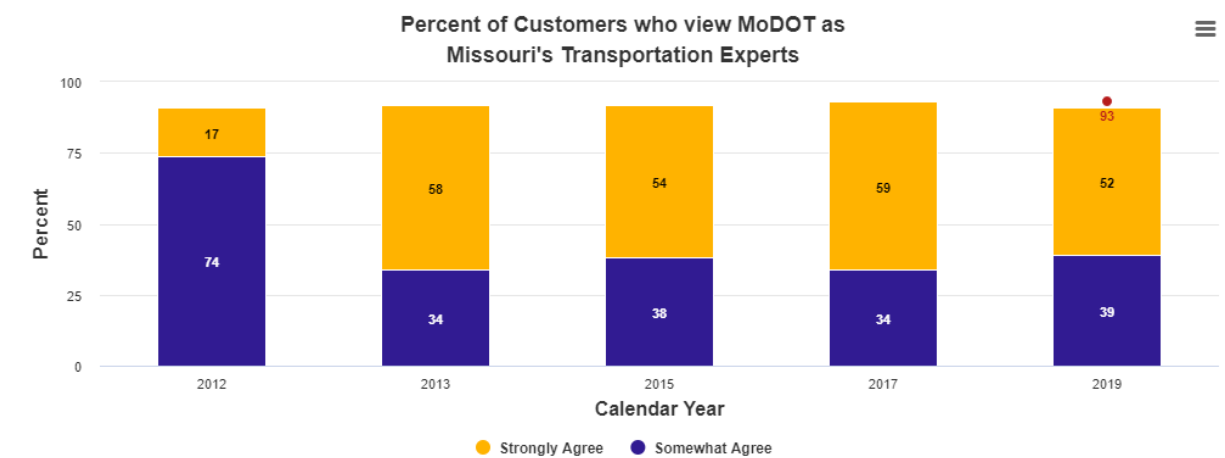
The target for this measure is updated annually. It is calculated by determining a five-year average and subtracting 10%. (Exceptionally high or low years are excluded from the five-year average calculation to determine a practical target).

Combined Customer Satisfaction Survey – 2a

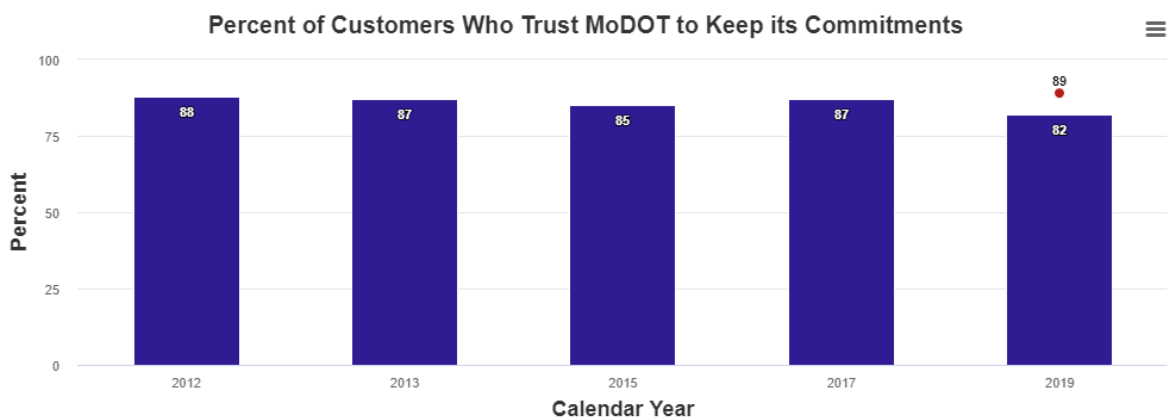


Target: 87%

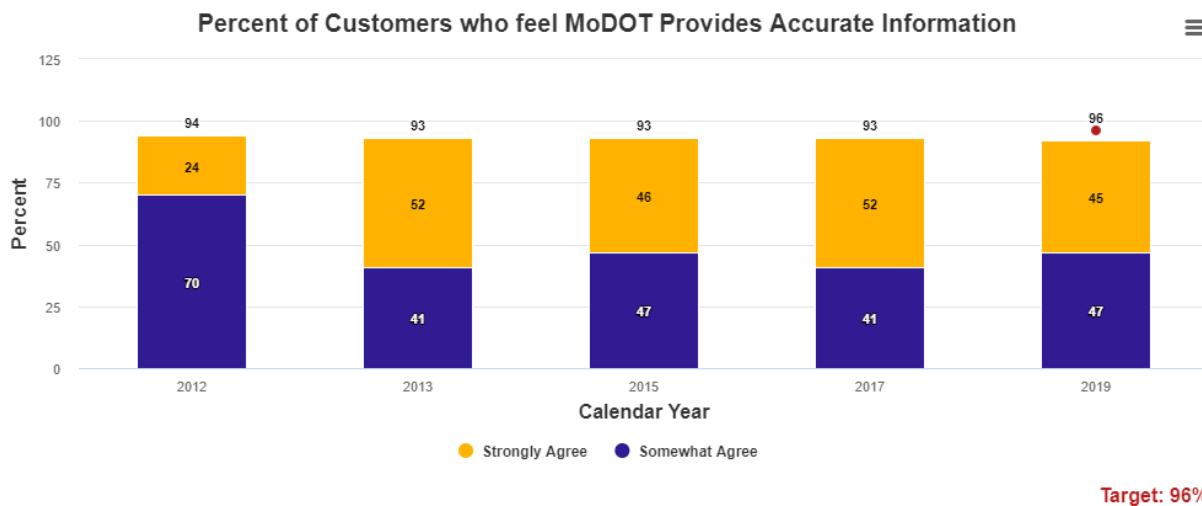
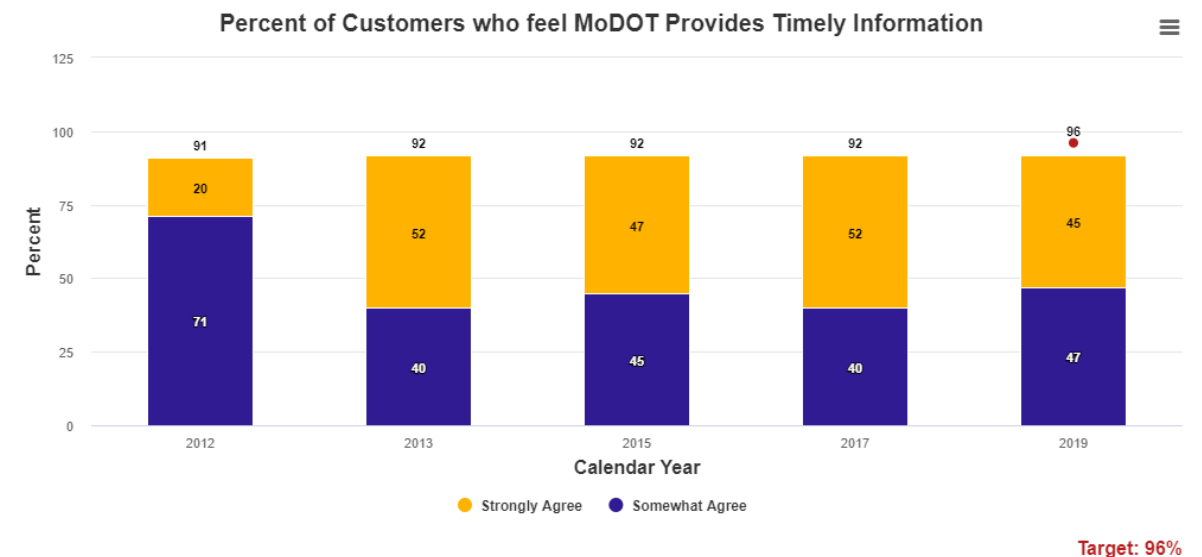
*2010-2011 - Lincoln Mercury, 2012 - Apple, Inc., 2013 - Mercedes Benz, 2015 - Chick-fil-A, 2017 - Chick-fil-A

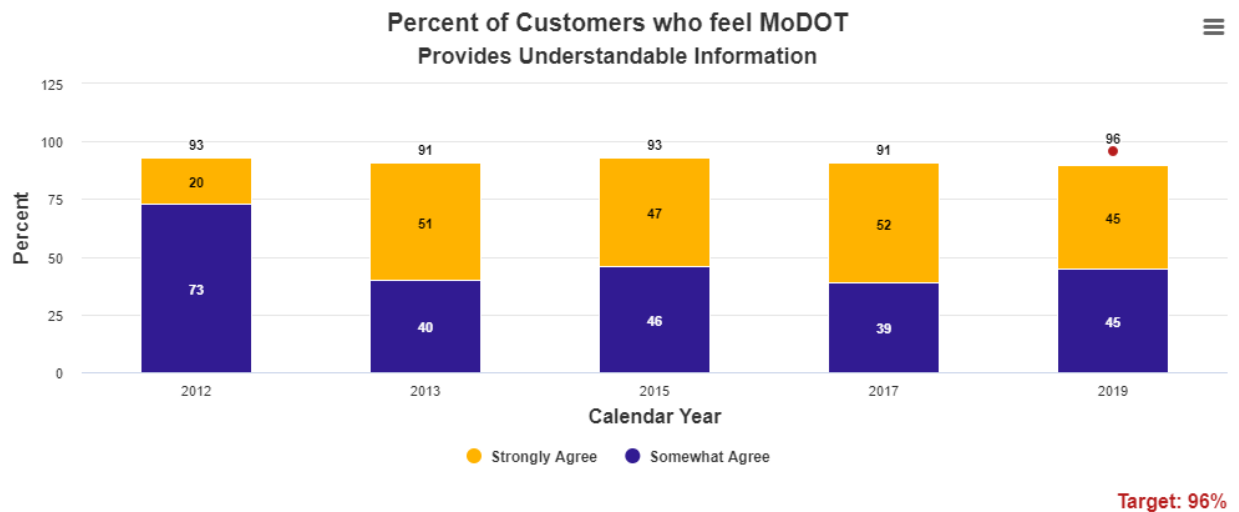


Target: 93%



Target: 89%





Write up:

Just like well-maintained roads and bridges, MoDOT delivers information. The citizens of Missouri expect timely, accurate and understandable information from their department of transportation. Whether it's a news release, social media post, text alert or a notice of a public meeting, MoDOT makes every effort to get the word out as quickly and as clearly as possible. The results of this effort are public trust and respect. With numbers consistently above 90% agreement for the past five surveys, this measure shows the department meets customers' high expectations.

While customer satisfaction with MoDOT remains relatively high, the percent of Missourians surveyed who says they are satisfied with the job MoDOT is doing dropped from 83% in 2017 to 77% in 2019, a 6% decline. In addition, those customers who reported they are very satisfied with MoDOT decreased from 28% to 20%.

Results have remained fairly steady, with some decreases. Possible reasons for the decreases seen in these measures could be related to stagnant funding and system condition, as well as a harsh winter and flooding.

As the agency responsible for transportation in Missouri, MoDOT must hold its lead as an expert in the field. The department continues to work on improving partnerships with all Missourians, including local government, elected officials and transportation-related groups and organizations in order to deliver the very best possible transportation system with the resources available. Gaining and keeping the public's trust is critical to MoDOT's overall success. The best way MoDOT can accomplish this is to deliver on the commitments it makes.

The 2019 survey shows an overwhelming majority of customers perceive the department as Missouri's transportation expert. Ninety-one percent of those surveyed agreed MoDOT serves this role, a percentage the department has consistently maintained for more than 10 years. Of the 91%, 52% of respondents "strongly agreed" and 39% "somewhat agreed" MoDOT serves as the state's primary transportation expert.

The 2019 survey results indicate 82% of Missourians trust MoDOT to keep its commitments to the public, compared to 87% in the previous survey. While 82% is still a high measure of trust in a government agency, it reflects a 5% decrease from 2017, the lowest rating since before 2012.

Purpose:

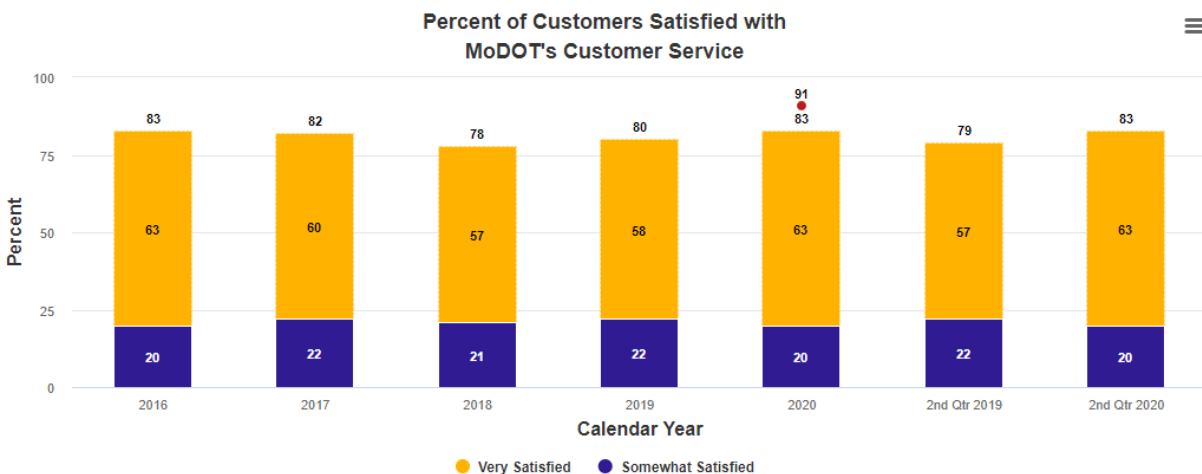
This measure tracks the percent of customers who are satisfied with MoDOT as a leader and expert in transportation issues, how effectively MoDOT conveys its expertise to the traveling public and keeps its commitments, and also tracks whether customers feel MoDOT provides timely, accurate and understandable information about road projects, highway conditions and work zones.

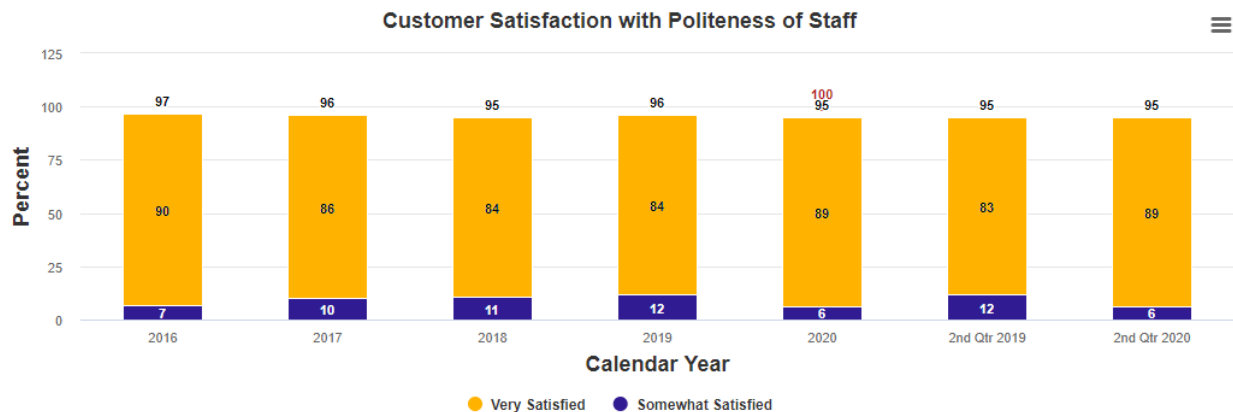
Measurement and Data Collection:

Data is collected through a biennial, in odd-numbered years, telephone survey of approximately 3,500 randomly selected Missourians.

The target for this measure is updated bi-annually in October. MoDOT strives to reach and maintain 100% satisfaction across all aspects of customer satisfaction, based on standards in major global industries.

Percent of customers satisfied with MoDOT's customer service – 2b

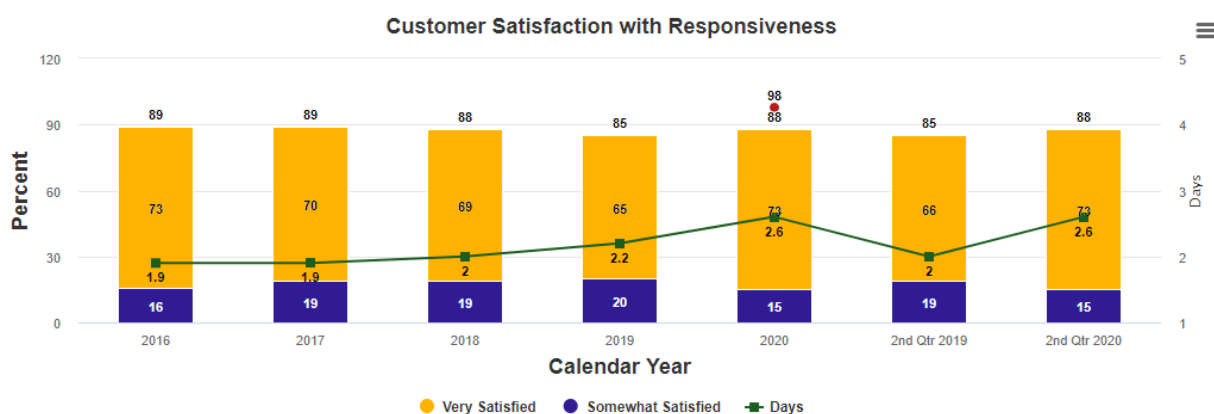




Target: 100%



Target: 96%



Target: 98%

Write up:

Providing outstanding customer service is one of MoDOT's core values and the responsibility of every employee in the organization. To actively seek feedback from customers, MoDOT uses a statewide call system and an enhanced online call report system that enables

customer service representatives to work across seven district boundaries in a one-team approach. The data provided in the graphs reflects how those surveyed customers rated their interaction with MoDOT.

During the second quarter of 2020, compared to the second quarter of 2019, overall customer satisfaction increased from 79% to 83%. Politeness of response remained the same at 95%. Customers who were satisfied with the clarity of the response they received was up slightly from 85% to 86%. Responsiveness was up from 85% to 88%.

The average time to complete customer requests was 2.6 days.

Purpose:

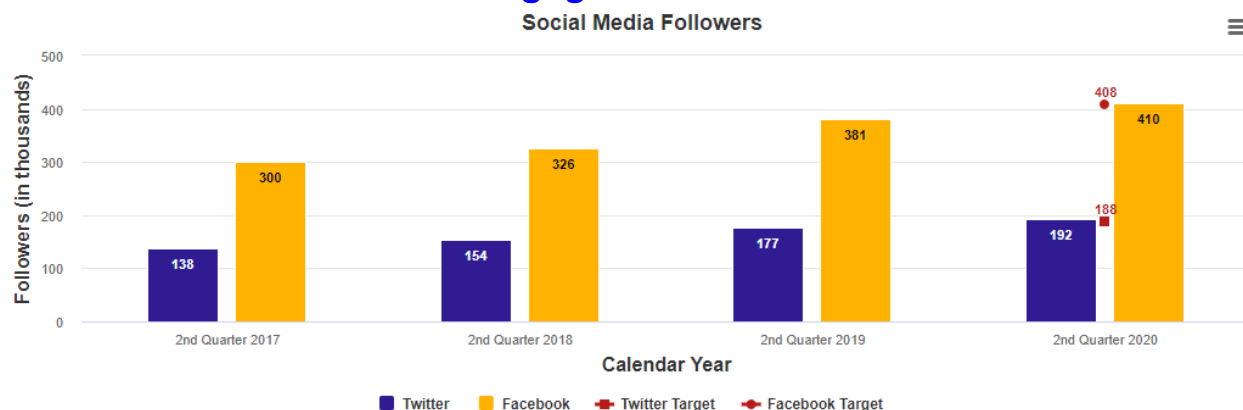
This measure shows how satisfied customers who contacted MoDOT were with the politeness, clarity and responsiveness they received, as well as their overall level of satisfaction.

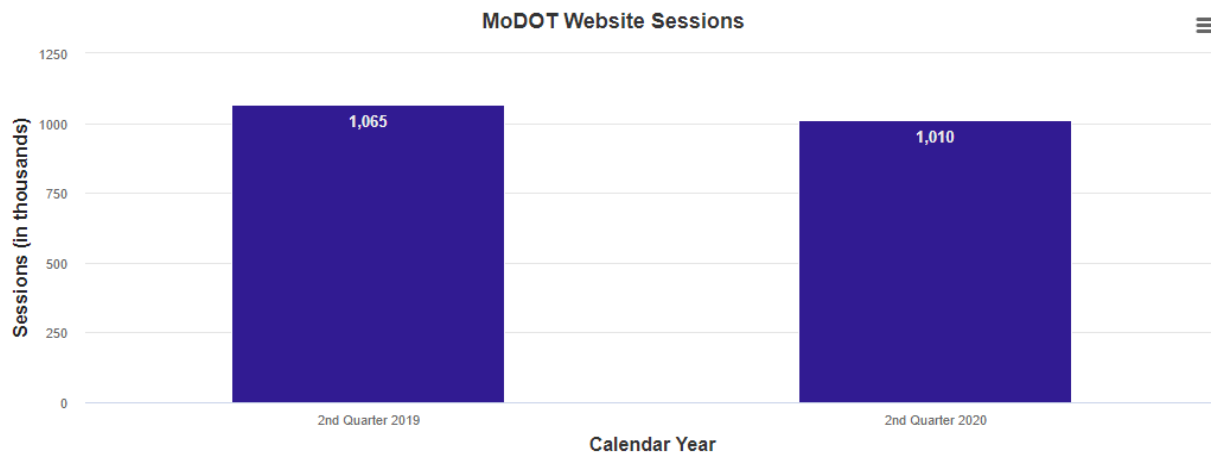
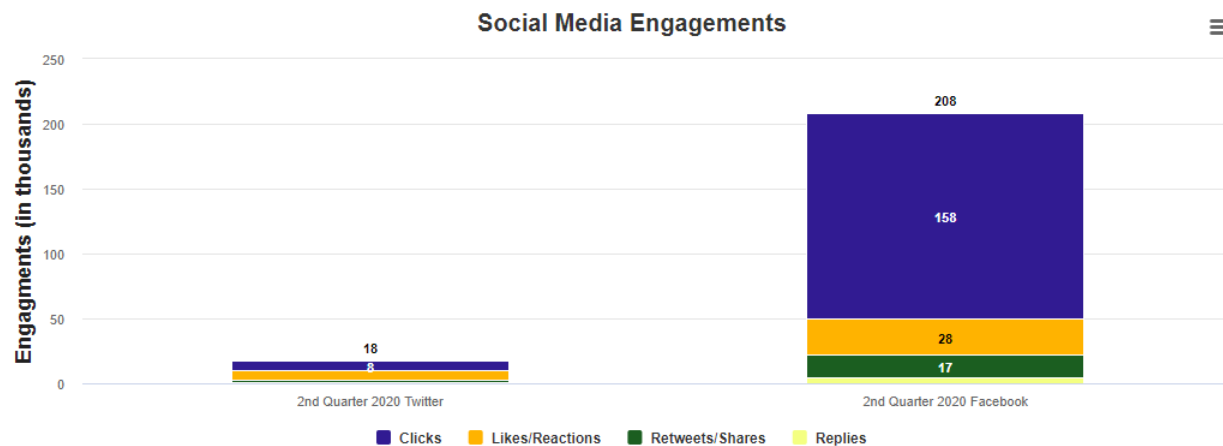
Measurement and Data Collection:

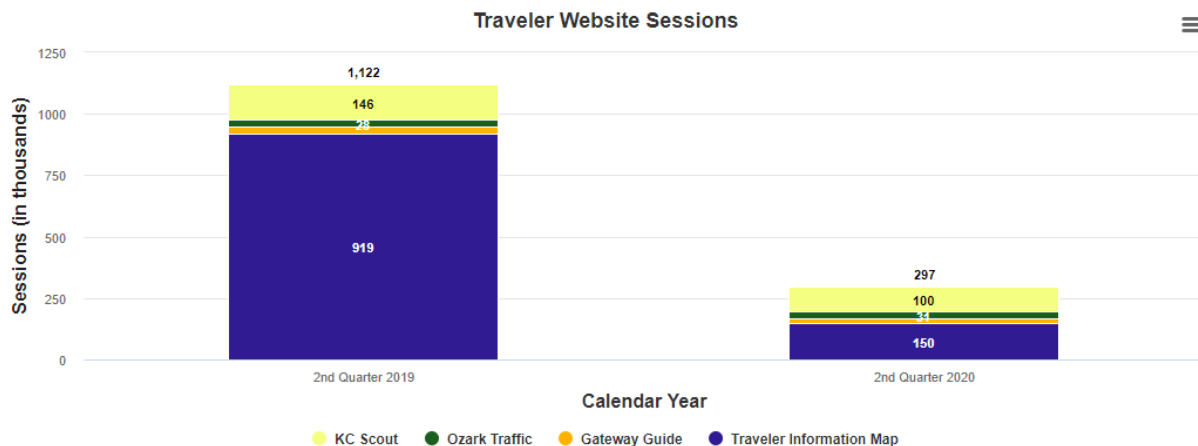
Data for this measure comes from a monthly telephone and email survey of 200 customers who contacted a MoDOT customer service center in the previous month. The customer contacts come from call reports logged into the customer service database. Survey participants are asked to respond on an agreement scale regarding three qualities of their experiences. A fourth question is asked regarding their overall satisfaction. This measure also includes the time to complete requests logged into the customer service database. Requests requiring more than 30 days to complete are removed to prevent skewing the overall results.

The target for this measure is updated quarterly. This target is established by projecting a 10% improvement over a five-year average.

Customer communication engagement – 2c







Write up:

SOCIAL MEDIA

Good organizations share information with the people they serve. The best, most-trusted organizations engage customers in conversation. MoDOT interacts with its customers through social media networking websites and applications. MoDOT's social media accounts continue to attract followers. When comparing the second quarters of 2019 and 2020, there was a growth of 28,946 followers on Facebook statewide and 14,706 on Twitter.

During the second quarter of 2020, MoDOT's most popular post on Facebook statewide showed images of a work zone crash and urged motorists to slow down and pay attention. The post reached 40,226 people with 9,028 engagements including post clicks, shares, comments and reactions.

To better track how customers are interacting with MoDOT on these social media sites, engagements are being measured, as well. Engagements are customer interactions with MoDOT's posted content, including likes, shares, retweets, comments and replies. This quarter, MoDOT Facebook pages across the state had 207,360 engagements and Twitter pages had 18,059.

MoDOT websites had 1,009,883 sessions during the second quarter of 2020. This is down slightly compared to the same period last year. A prolonged 2019 winter could have made the difference, as Traveler Information Map sessions were higher last year.

MoDOT videos on YouTube and social media were viewed 1,303,854 times in the second quarter of 2020. This is the first time tracking video views outside of social media for this quarter, as well, including video advertisement placements. These additional video placements were viewed 17,283,572 times this past quarter.

WEB PAGE VIEWS

Traveler Information Map - 199,858

KC Scout Homepage - 168,835

MoDOT Homepage - 130,364

Career Opportunities - 27,801

COVID-19 Briefing - 23,971

YOUTUBE VIDEO VIEWS

2020 Click It or Ticket - 320,821

MoDOT Youth Alcohol 2020 - 314,373

MoDOT 420 2019 - 191,464

July Impaired 2020 - 95,480

MoDOT Teen Safety Belt - 62,179

Purpose:

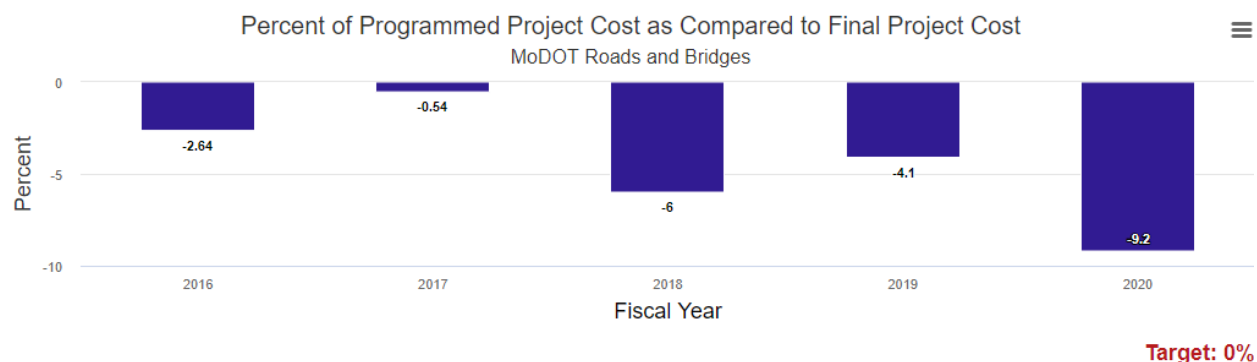
This measure tracks the number of MoDOT customers hitting the department's social media and website information.

Measurement and Data Collection:

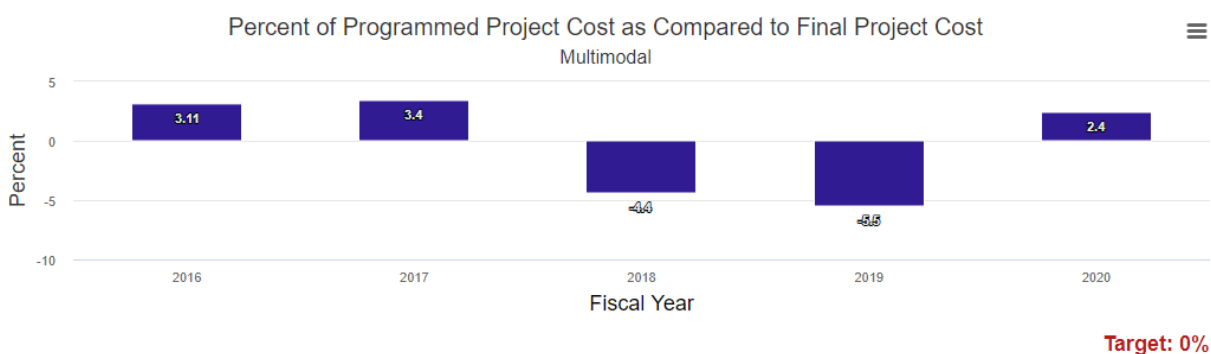
MoDOT gathers information for this measure from a variety of sources, including Google Analytics. Website traffic and YouTube information are cumulative totals based on visits. Facebook and Twitter information is based on account followers. The target for this measure is updated quarterly. This target is established by projecting a 7% improvement over the same quarter in the previous year.

This measure is linked to the Improve Communications strategy included in the Sharpening Our Strategic Vision initiative. The Citizen's Guide to Transportation Funding, the new department website and a better Traveler Information Map have been identified as strategies to improve performance.

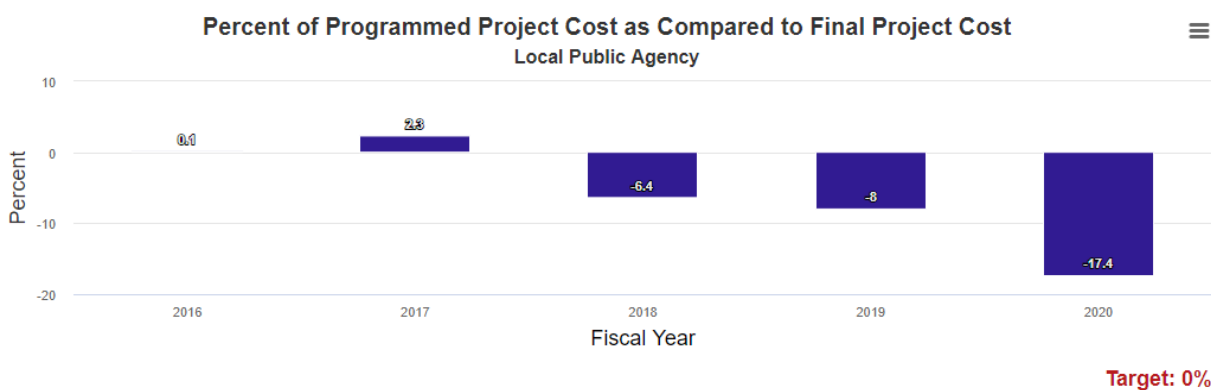
Percent of programmed project cost vs award and final – 3a



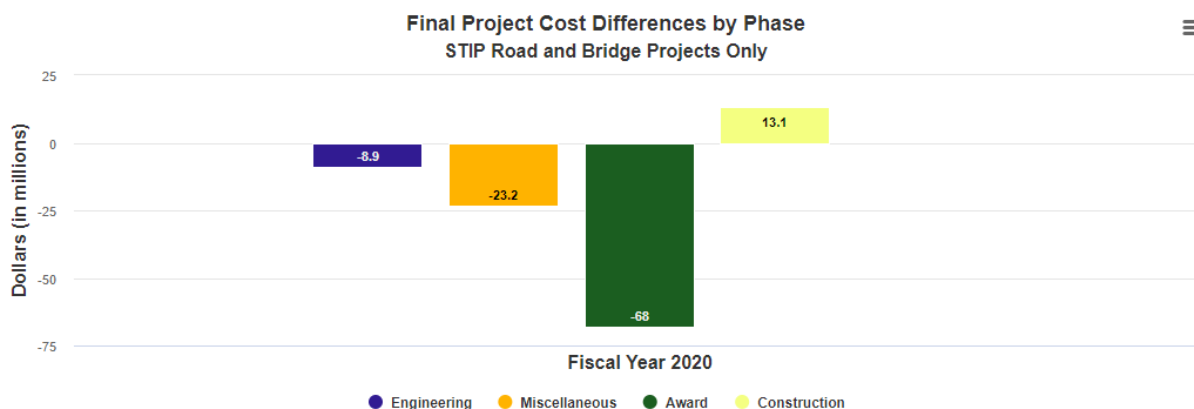
*Positive numbers indicate the final (completed) cost was higher than the programmed cost



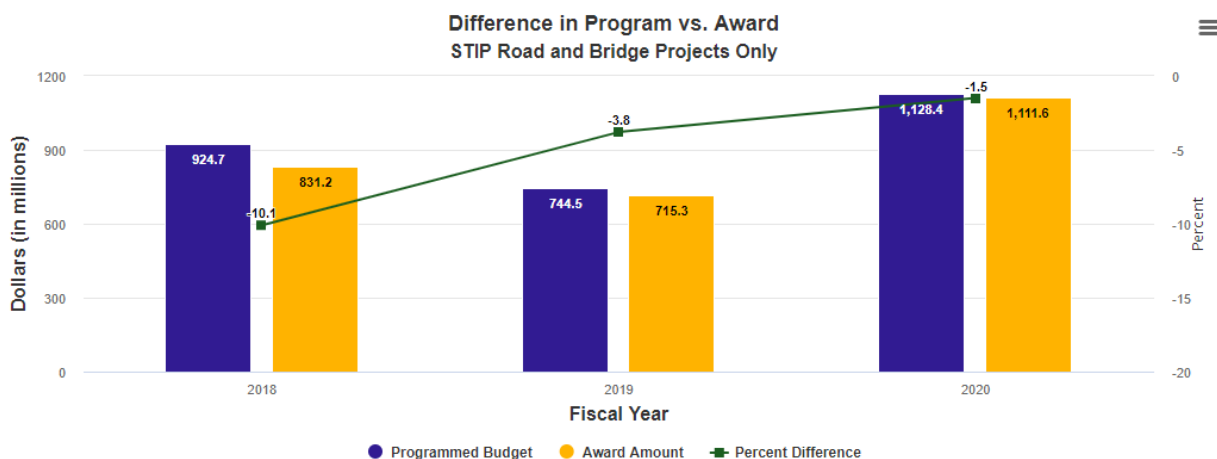
*Positive numbers indicate the final (completed) cost was higher than the programmed cost



*Positive numbers indicate the final (completed) cost was higher than the programmed cost



***Negative numbers indicate savings. Miscellaneous includes right-of-way purchases, utilities and other costs**



Target 0%

***Amounts include STIP road and bridge projects with 2% construction contingency applied**

Write up:

Accurate program cost estimates help MoDOT deliver more timely improvements for taxpayers. As of July 1, 2020, 458 road and bridge projects were completed in fiscal year 2020 at a cost of \$860.5 million. This represents a deviation of 9.2% (or \$87 million) less than the programmed cost of \$947.5 million. Of the 458 road and bridge projects completed, 58% were completed within or below budget. In comparison, 59% were completed within or below budget as of the same date a year ago. There may be projects that have adjustments pending, which could cause a slight change in the final values.

In addition, 43 multimodal projects were completed at a cost of \$20.2 million, 2.4% (or \$472 thousand) more than the programmed cost of \$19.7 million. A total of 114 local public agency projects were completed at a cost of \$92.3 million, 17.4% (or \$19.4 million) less than the programmed cost of \$111.7 million.

The target is a 0% difference, indicating MoDOT is making timely use of available funds. Road and bridge, multimodal and local public agency projects were within -9.8% of the target in FY 2020. Program versus award numbers for FY 2020 reflect an award amount of 1.5% below the program estimate. This indicates that efforts to scope and estimate projects with more detail prior to adding to the STIP are working.

Purpose:

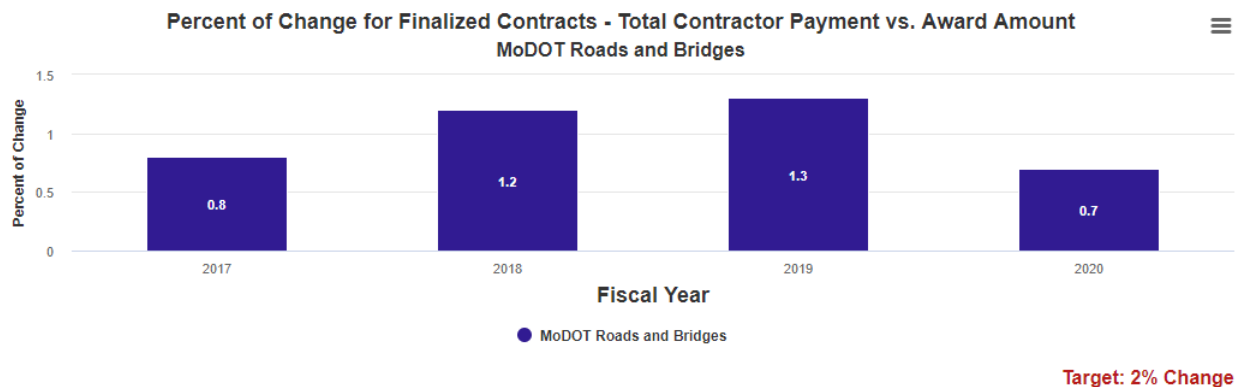
The measure determines how closely total project costs are compared to the programmed costs. The programmed cost is considered the project budget.

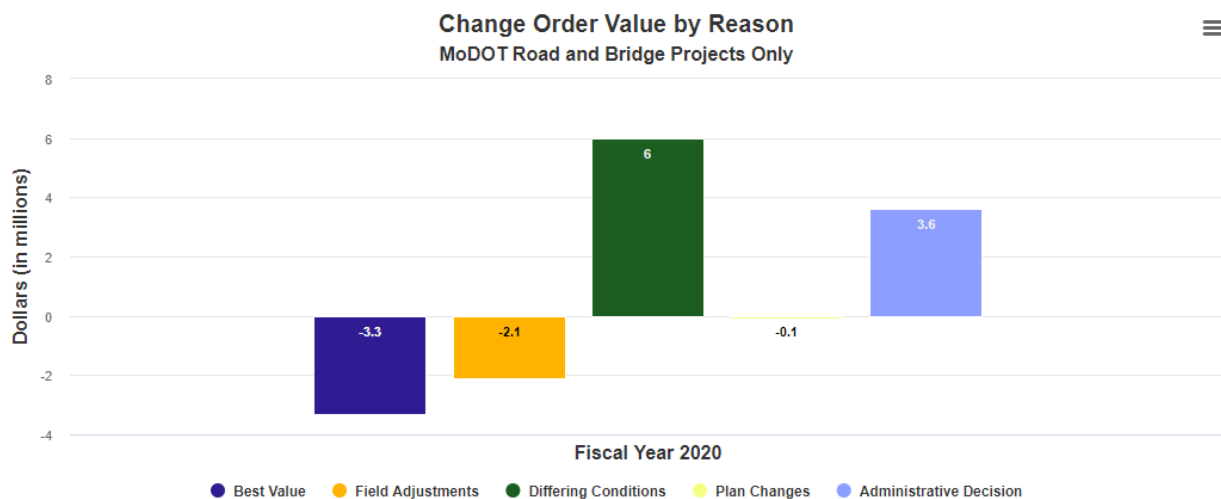
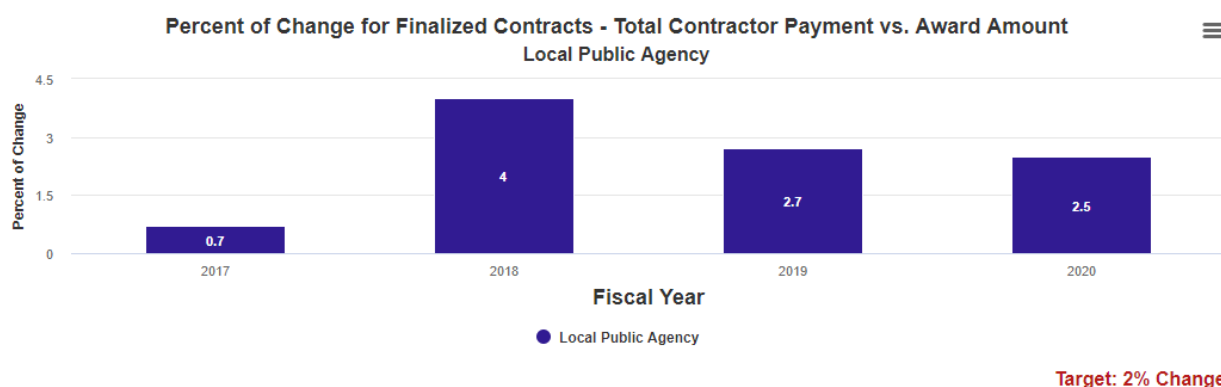
Measurement and Data Collection:

Completed project costs are reported during the fiscal year in which a project is completed. Road and bridge project costs include design, right-of-way purchases, utilities, construction, inspection and other miscellaneous costs. The programmed cost is based on the amount included in the most recently approved Statewide Transportation Improvement Plan. Completed costs include actual expenditures. Multimodal and local public agency project costs typically reflect state and/or federal funds but not local funding contributed toward such projects.

The target for this measure is set by internal policy and will not change unless policy changes.

Change order report – 3b





Write up:

By limiting overruns on contracts, MoDOT can continue to keep its maintenance and construction commitments. This emphasis, combined with the use of practical design and value engineering, has contributed to limiting overruns on contracts. MoDOT's performance in fiscal year 2020 is 0.9% over the award amount (\$6.6 million over the award amount of

\$706 million worth of projects completed) with 51% of the projects being completed below the original award amount.

Many factors can affect the ability to complete a project within the targeted 2% of the award amount. These factors can include design changes, differing conditions, additional work items and administrative decisions.

For FY 2020, MoDOT road and bridge projects were completed 0.7% over budget, multimodal projects were completed 0.8% over budget and local public agency projects were completed 2.5% over budget.

Purpose:

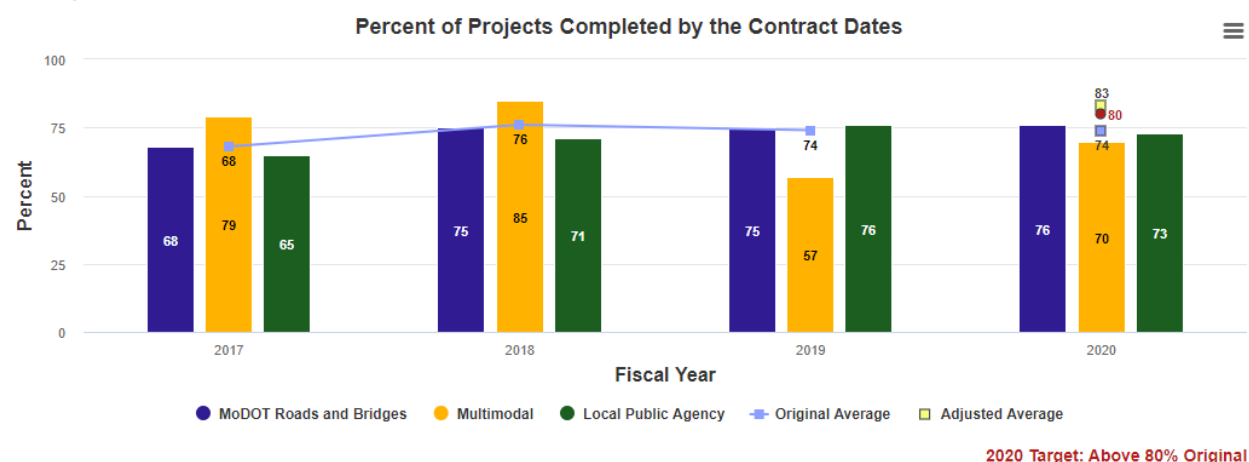
This measure tracks the percentage difference of total construction payouts to the original contract award amounts. This indicates how many changes are made on projects after they are awarded to the contractor for road, bridge, local public agency and multimodal projects – aviation, waterway and transit.

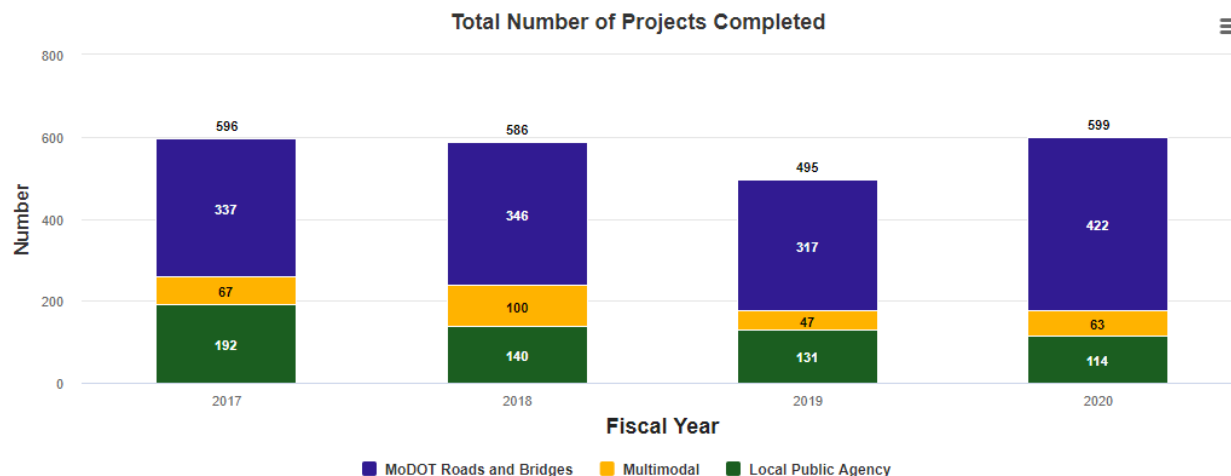
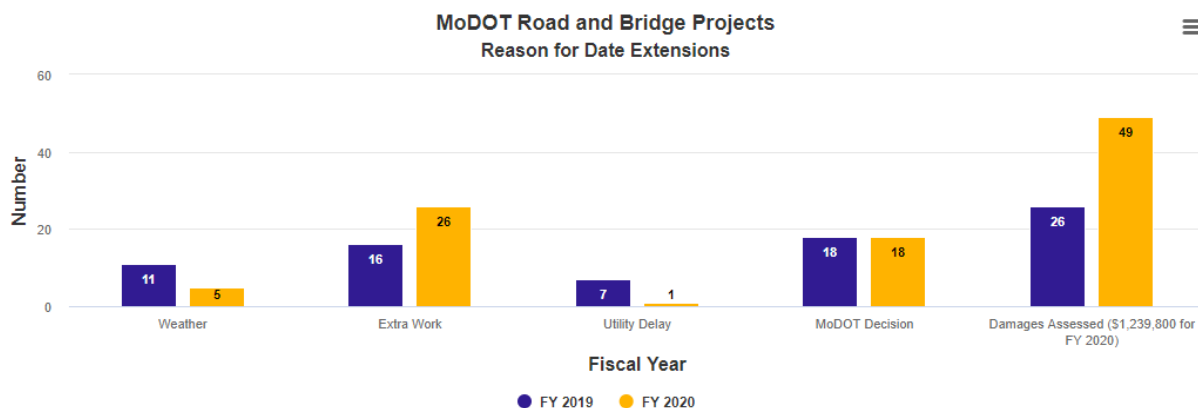
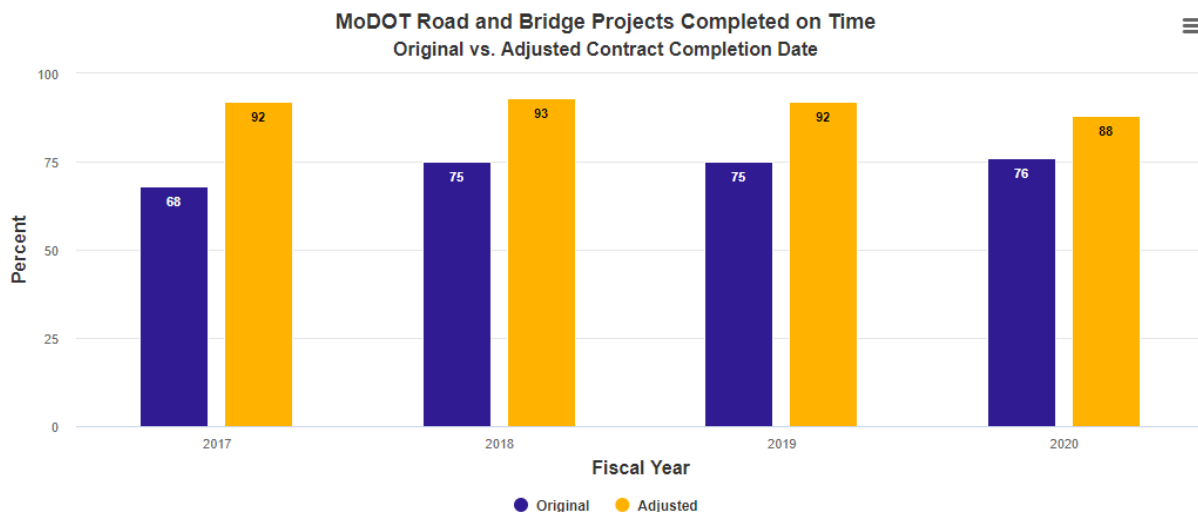
Measurement and Data Collection:

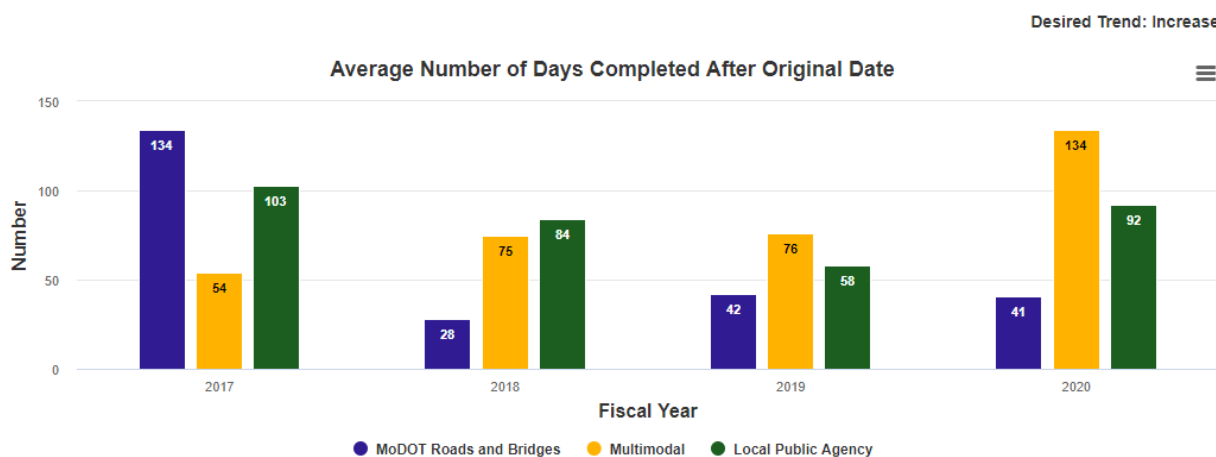
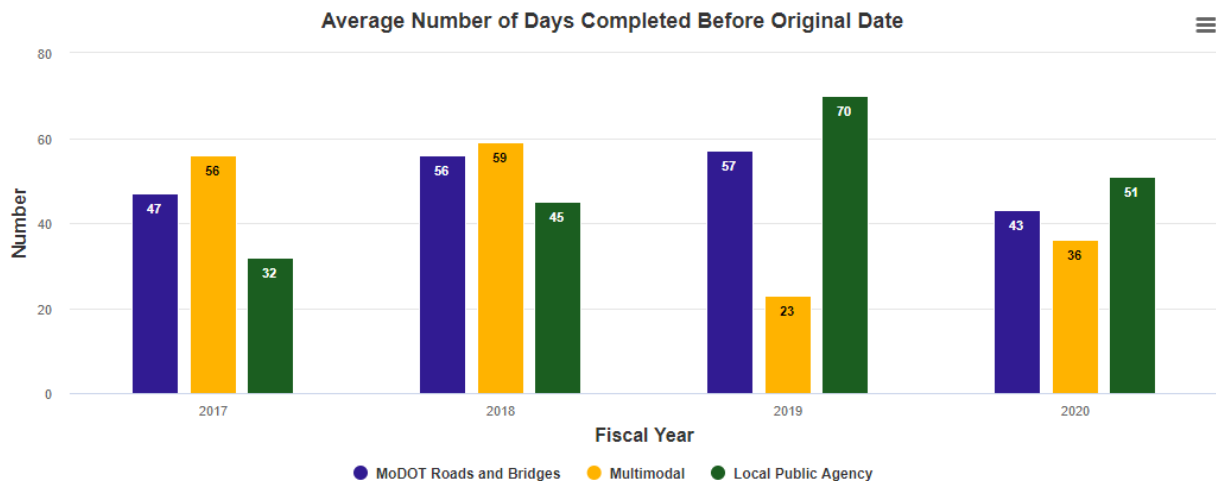
For road and bridge projects, contractor payments are generated through MoDOT's SiteManager database and processed in the financial management system for payment. Change orders document the underrun/overrun of the original contract cost. Local public agencies and multimodal agencies use staff or consultant resources to set contract completion dates and track performance.

The target for this measure is set by internal policy and will not change unless policy changes.

Projects schedule report – 3c







Write up:

MoDOT's customers expect transportation improvements to be completed and roadways opened quickly with minimal impact to their lives. Delivering projects by the contract completion date is the target for all projects and is considered a commitment to Missourians and drivers. Completing projects on time helps maintain credibility with Missourians, minimizes drivers' exposure to work zones and provides facilities in good condition that improve safety and reduce vehicle maintenance costs.

MoDOT works to meet the initial contract completion date by preparing accurate plans and quantities, setting aggressive but reasonable completion dates and setting liquidated damages to reinforce completion dates without undue bid risks. In fiscal year 2020, 74% of all closed out projects were completed by their planned completion dates.

Weather, additional work or a MoDOT directive sometimes necessitates an authorized extension of the completion date without any financial assessment to the contractor. In FY 2020, 83% of the closed-out projects were completed by the adjusted dates.

There are times when a contractor misses the contract completion date and the contractor is assessed damages. Of the road and bridge contracts completed in FY 2020 that did not meet the original contract date, five were extended due to weather delays, 26 were extended due to extra work, one experienced utility delays, 18 were extended by MoDOT and 49 missed the completion date with damages assessed totaling \$1,239,800.00.

The target for this measure is to have at least 80% of projects completed by the original completion date. At the end of FY 2020, the average number of all contracts completed by the original completion date was 74%.

Purpose:

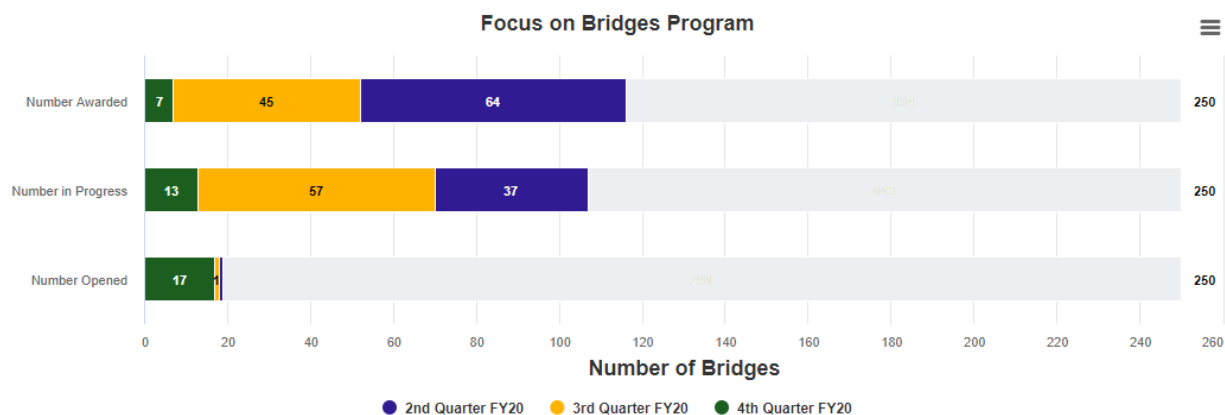
This measure tracks the percentage of road and bridge projects opened by the commitment date established in the contract. This commitment also includes local public agency projects and multimodal projects (rail, aviation, waterway and transit).

Measurement and Data Collection:

For road and bridge projects, the project manager collaborates with the project team to establish the project completion day which is specific to when the road or bridge project will be opened to the public so to eliminate a financial penalty. The resident engineer uses the SiteManager system to track and document the work. Local public agencies and multimodal agencies use staff or consultant resources to set contract completion dates and track performance.

The target for this measure was set by management directive.

Focus on bridges program – 3d



Target: 100% by FY23

Write up:

This measure tracks the progress made on the Governor's Focus on Bridges Program. This program was initiated by Gov. Mike Parson to address 250 poor bridges in the state. The overall program will repair or replace 250 bridges across the state.

The Focus on Bridges Program began in fiscal year 2020. However, this is the third quarter where the status of the program is being tracked. The program will be complete when all 250 bridges have been awarded and opened. The number in progress will vary as new projects are started and others are completed.

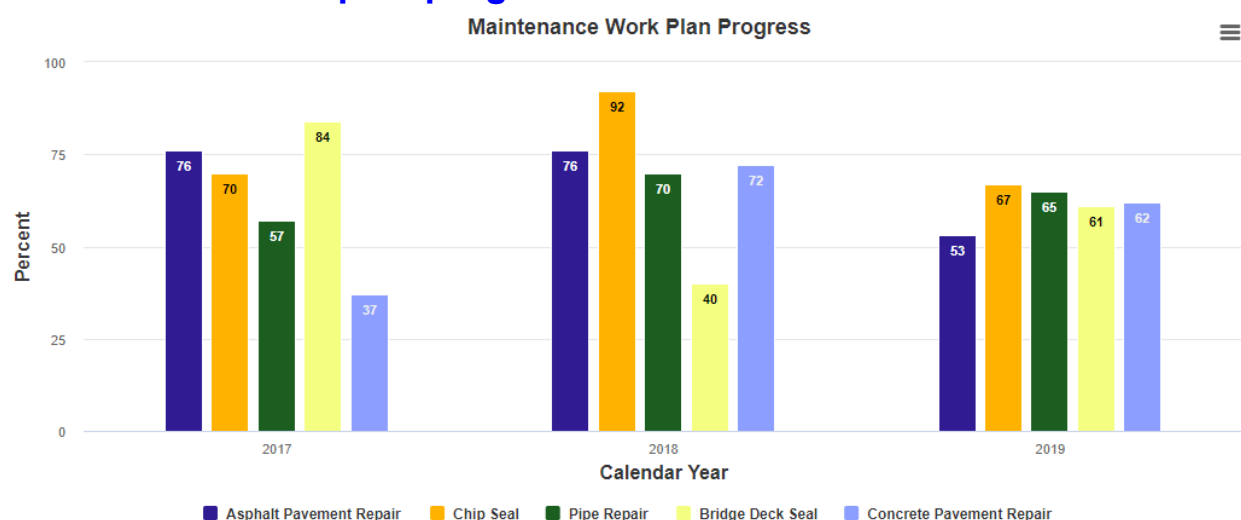
Purpose:

The purpose of this measure is to track the progress made on the Governor's Focus on Bridges Program. Two hundred fifty bridges will be awarded to be repaired or replaced by the end of fiscal year 2023. The measure will track quarterly progress on the number of bridges awarded, bridges in progress and opened bridges.

Measurement and Data Collection:

The data for this Tracker measure is collected after each Missouri Highway and Transportation Commission meeting where Statewide Transportation Improvement Program projects are awarded. Award dates and notice to proceed dates are entered in a list that includes all 250 Focus on Bridges structures. The Construction and Materials Division provides the date when each structure is opened to traffic.

Maintenance work plan progress– 3e



Write up:

This measure tracks how much of the planned maintenance operations work in the STIP is accomplished each year. The measure includes location-specific work such as bridge deck seals and comprehensive statewide work such as striping. Since 2017, location-specific work in the STIP has been tracked and the percent of locations accomplished has been recorded. This did not take into consideration changes in work plans due to unavoidable events such as flooding and material shortages. This measure will track the quantities of the various planned work activities, compare them to the estimated quantities and report that progress as well as the location-specific progress. This will address the needs to modify plans due to unavoidable events and will be reported moving forward. Due to concerns with the newly developed striping database, striping progress will not be reported until 2021.

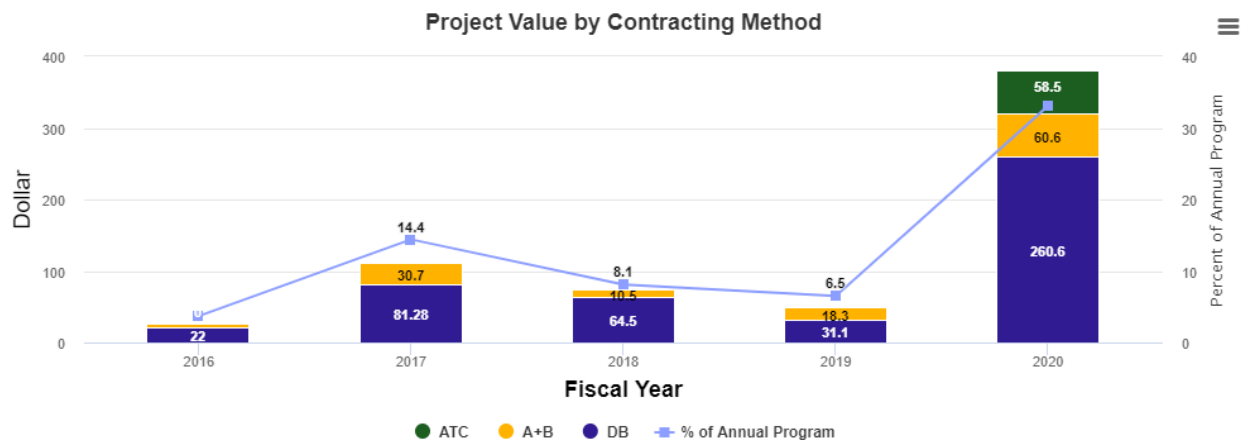
Purpose:

MoDOT publishes the maintenance and operations work plans every year in the STIP for the first three years. This measure is done to determine how each district adheres to the planned work activities in the STIP from a location specific standpoint and an overall performance level regardless of location.

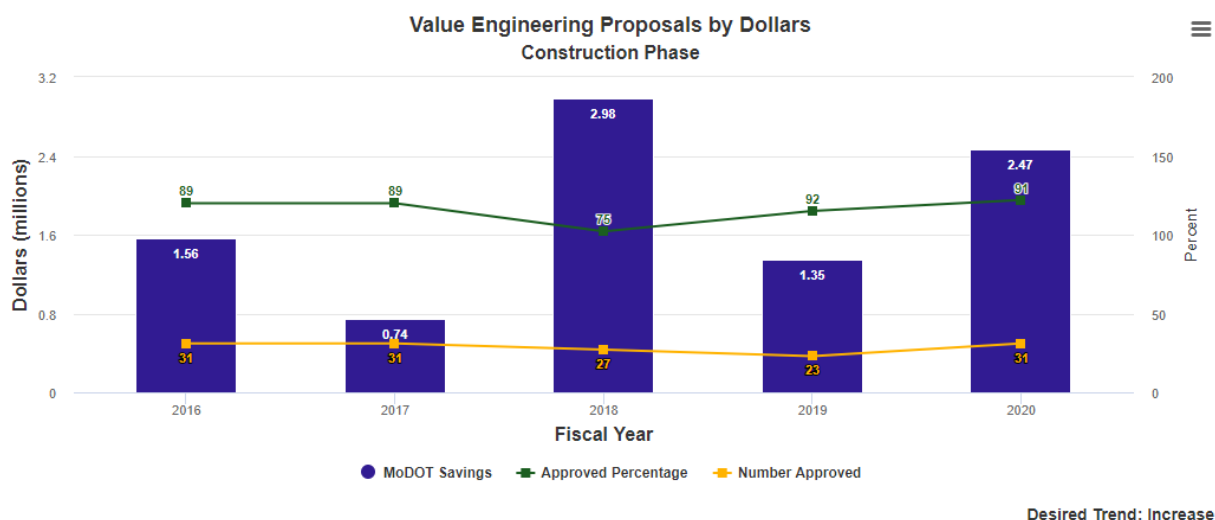
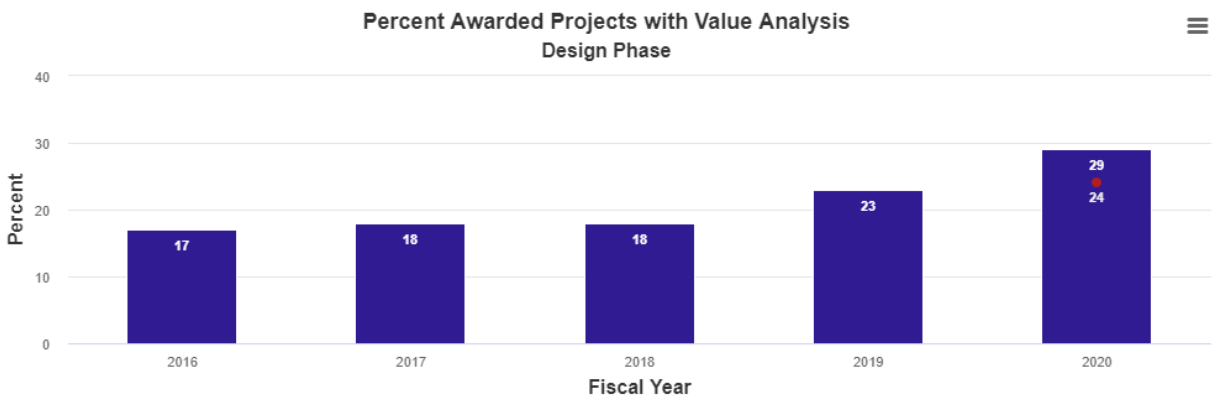
Measurement and Data Collection:

The location specific activities planned in the STIP, such as bridge deck seals, are mapped and their financial job number information is stored for future expenditure tracking. At the end of the calendar year, the location specific planned STIP activities have financial reports run to determine if expenditures were applied to them. The percent of locations with pertinent activity expenditures charged to them is determined and provided in this measure.

Innovative contracting and value engineering – 3f



2019 Target: Above 10%



Write up:

MoDOT has delivered more than \$1.9 billion in Design-Build contracts that have saved taxpayers over \$305 million and were completed more than 95 months ahead of schedule. MoDOT leads the nation in partnering with the public and private sectors to deliver projects that maximize available resources into collaborative solutions that achieve goals. MoDOT's Innovative Contracting Program includes Design-Build, A + B Contracting and Design-Bid-Build using Alternate Technical Concepts.

In fiscal year 2020, two Design-Build projects were awarded in the St. Louis and Northeast Districts. The I-270 North Project is MoDOT's largest project in the last decade that will replace aging infrastructure, enhance safety and resiliency of the system and improve mobility for freight and passengers, all while creating an economic boost for nearby communities. The I-70 Climbing Lanes at Mineola Hill will construct eastbound and

westbound truck climbing lanes to enable traffic to flow more safely and replace bridges within the project limits. MoDOT used the ATC Process to deliver the I-49 Missouri/Arkansas Connector Project in the Southwest District which will complete the final five miles up to the Missouri/Arkansas border. MoDOT used innovative contracting to deliver five of 439 projects in FY 2020 accounting for approximately 33% of the \$1.14 billion program. The two projects per year and 10% of program value targets were achieved.

MoDOT pursues value throughout the life of a project utilizing the Value Engineering Program. MoDOT uses design-phase value analysis to identify opportunities for innovation, reduce project costs and improve project flexibility. MoDOT analyzed 29% of projects during design phase in FY 2020. MoDOT also partners with industry to find more cost-effective solutions during the construction phase. MoDOT approved 31 VECs at a 92% approval rate, resulting in a MoDOT savings of \$2.47 million. The 24% of projects analyzed and an increase in savings targets were achieved.

Purpose:

This measure tracks the use of innovative contracting methods on MoDOT projects including: Design-Build Contracts, A+B contracts, and Alternate Technical Concept contracts. This measure also tracks the use of value engineering during design and construction on traditional MoDOT projects including: value analysis during the design phase and construction value engineering proposals.

Measurement and Data Collection:

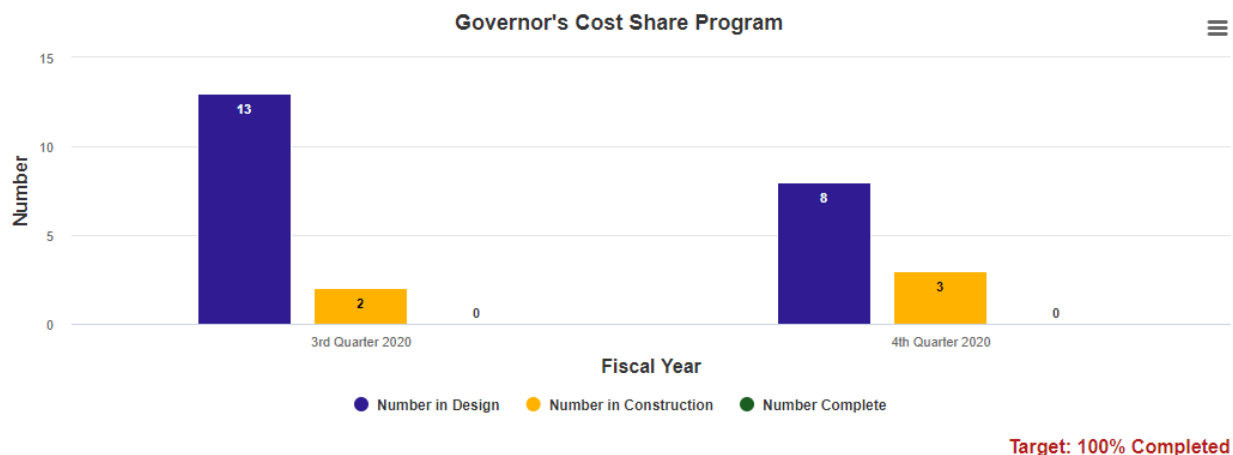
MoDOT projects utilizing innovative contracting methods are reported during the fiscal year in which they are awarded. Contract award values are collected through MoDOT's bid opening summaries and project records.

A target of 10% of the programmed Statewide Transportation Improvement Program, or two projects per year, is an appropriate target for utilizing innovative contracting methods in Missouri.

Information on value analysis during design is gathered from MoDOT's Statewide Transportation Improvement Program information management system.

Construction value engineering change proposal information is gathered from Value Engineering data is collected through MoDOT's Value Engineering Proposal database.

Governor's Cost Share Program – 3g



Write up:

This measure tracks the progress made on the Governor's Transportation Cost Share Program. This program was initiated by Gov. Mike Parson to build partnerships with local communities to pool efforts and resources to deliver road and bridge projects. The overall program will deliver nine projects across the state.

The Governor's Transportation Cost Share Program started in fiscal year 2020. Due to revenue shortfalls related to COVID-19 the FY 2021 appropriation was reduced by 50% to \$25 million. The program will be complete when all nine awarded projects have been constructed. The number in progress will vary as new projects are started and others are completed. For this reporting period, three projects are in construction and eight have started design work.

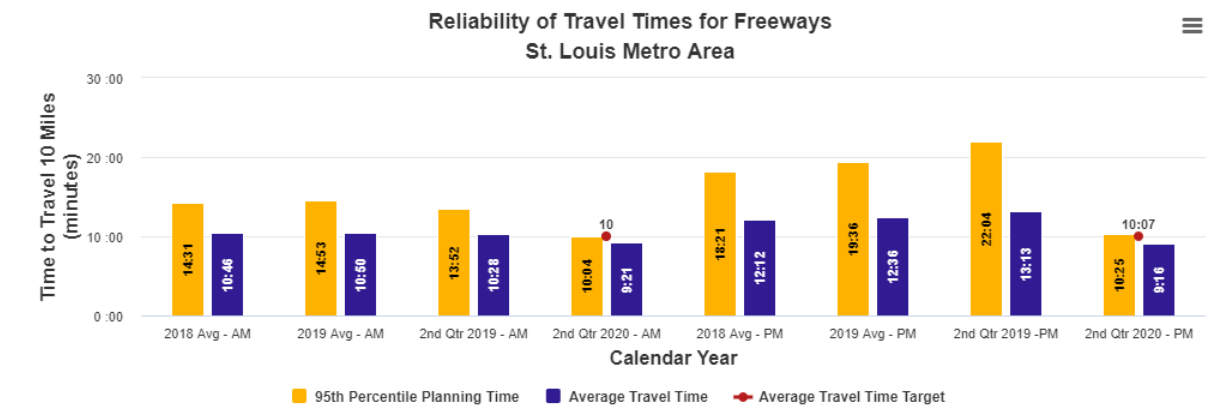
Purpose:

The purpose of this measure is to track the progress made on the Governor's Transportation Cost Share Program. Due to COVID-19 impacts, nine projects will be completed by the end of fiscal year 2023 instead of 19. The measure will track the quarterly progress of projects based on their stage of project delivery: design, construction and completion.

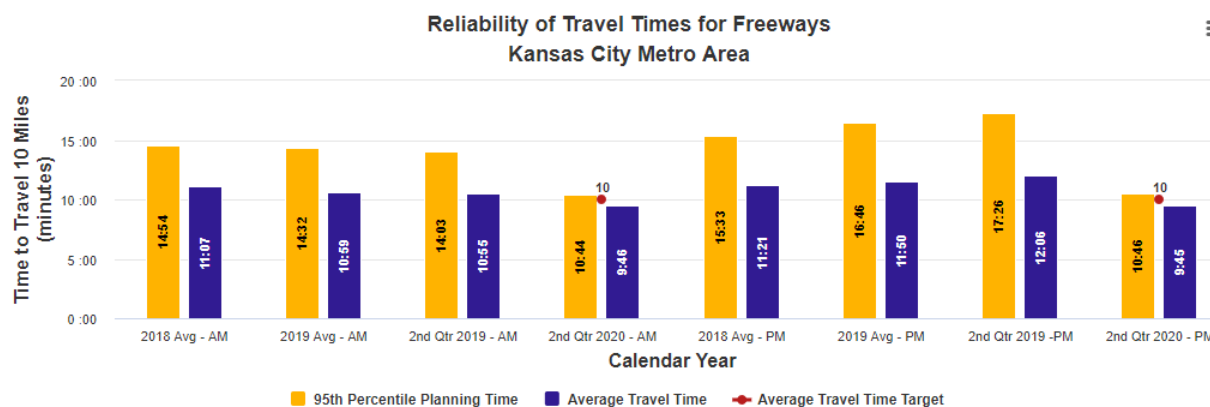
Measurement and Data Collection:

The data for this Tracker measure is collected from district staff that are responsible for oversight of the projects. Project delivery milestones are entered into a list that tracks the status of all nine Governor's Transportation Cost Share projects.

Travel times and reliability on major routes – 4a

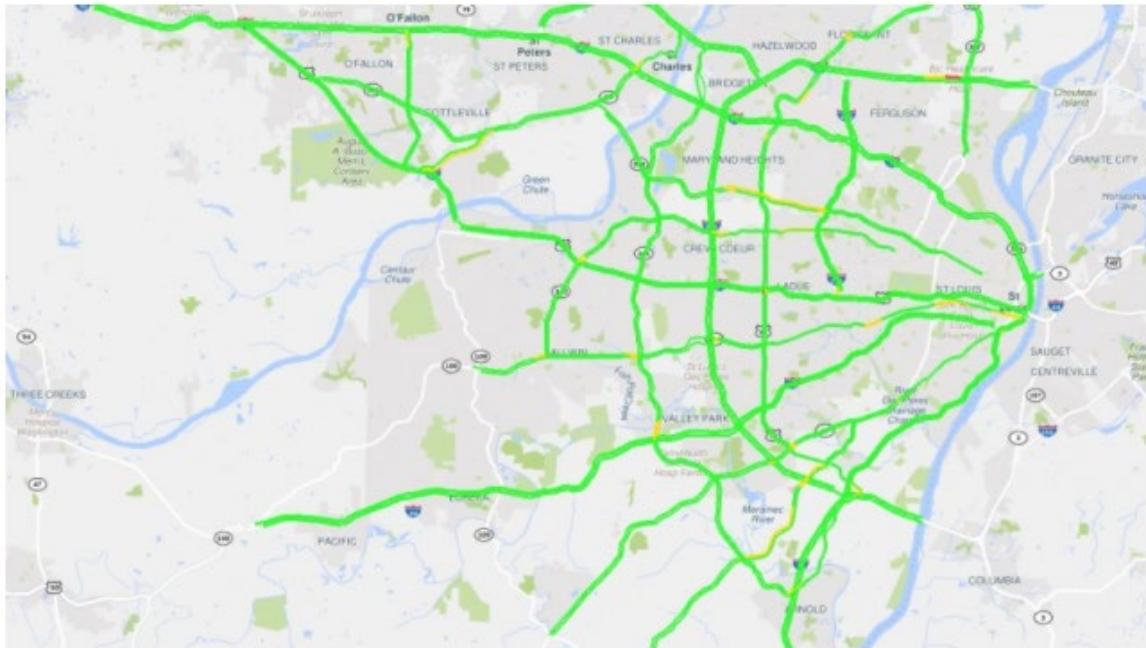


2nd Quarter Target: 10 min. a.m. - 10 min. 7 sec. p.m.

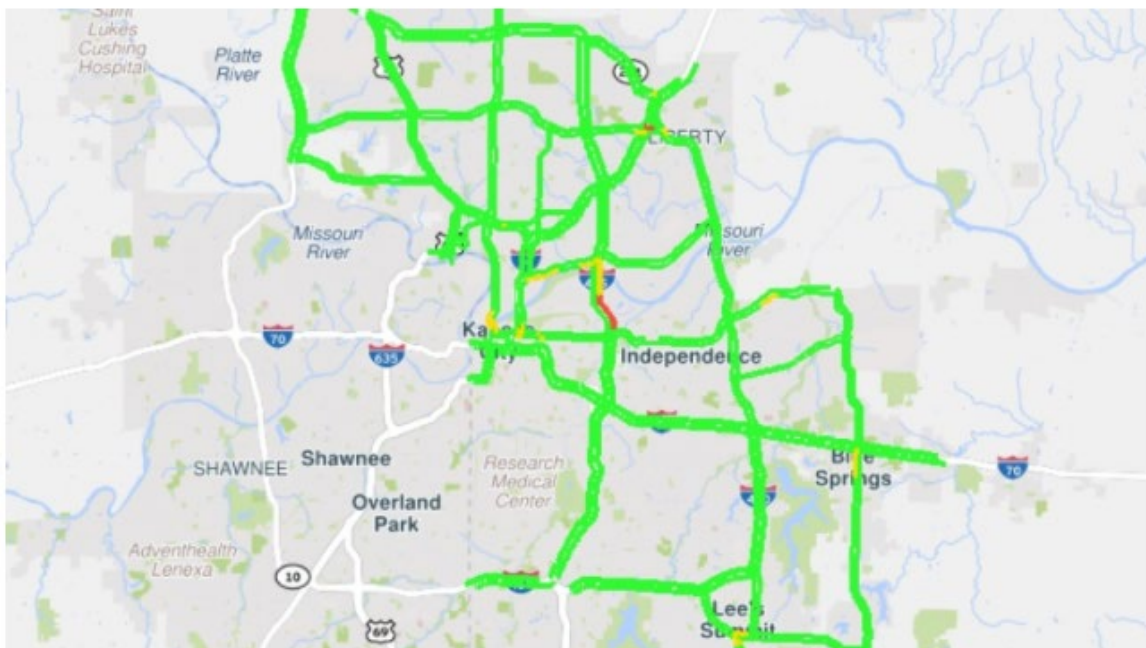


2nd Quarter Target: 10 min. a.m. - 10 min. p.m.

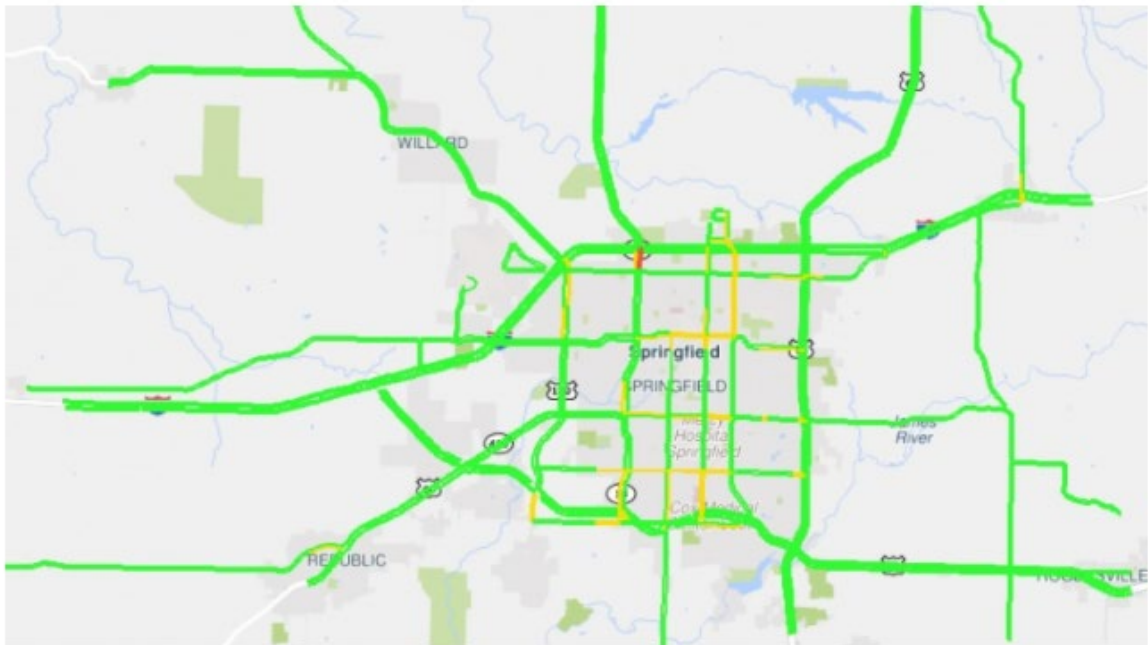
AM St. Louis



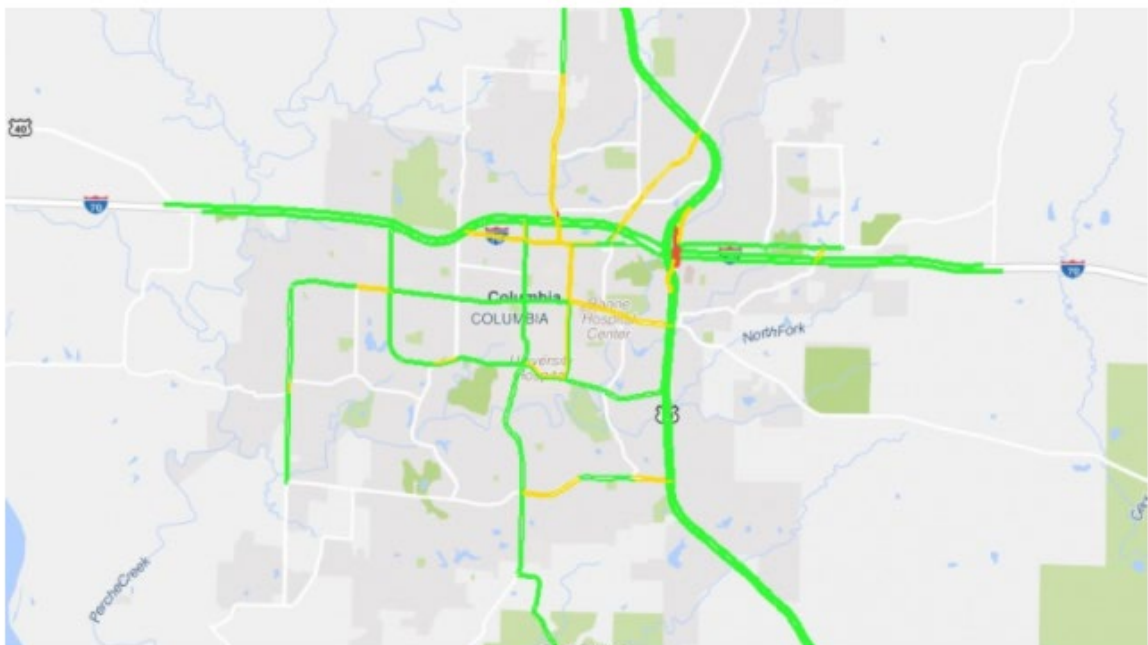
AM Kansas City



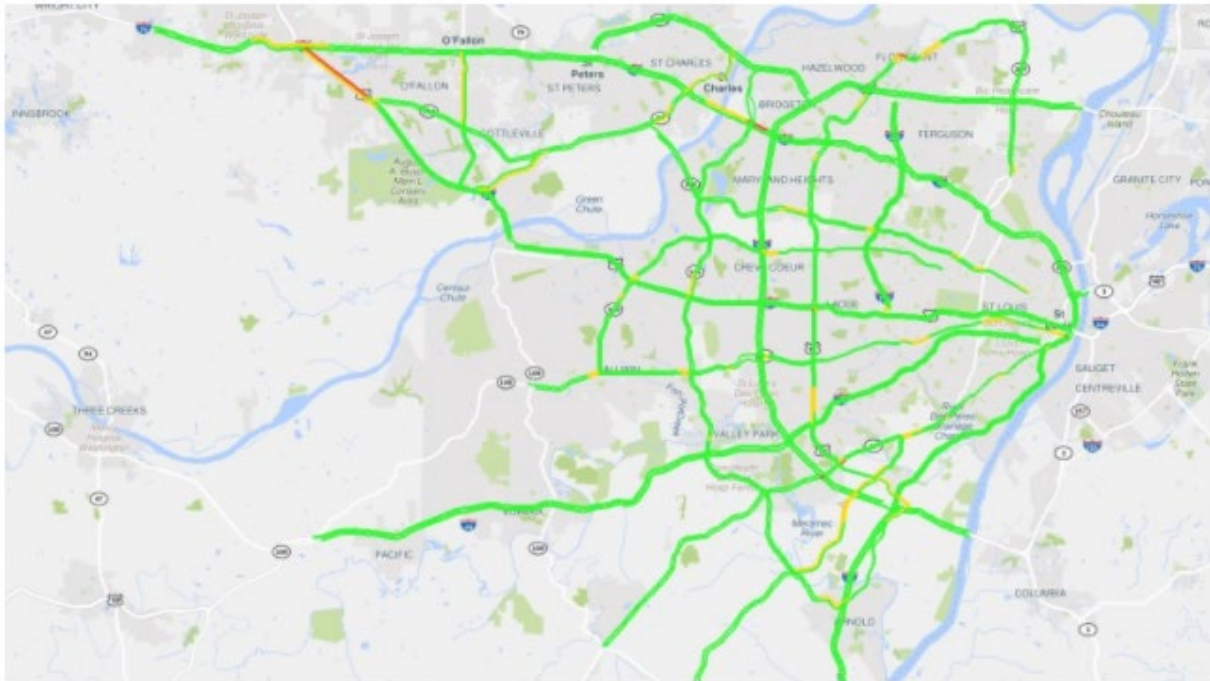
AM Springfield



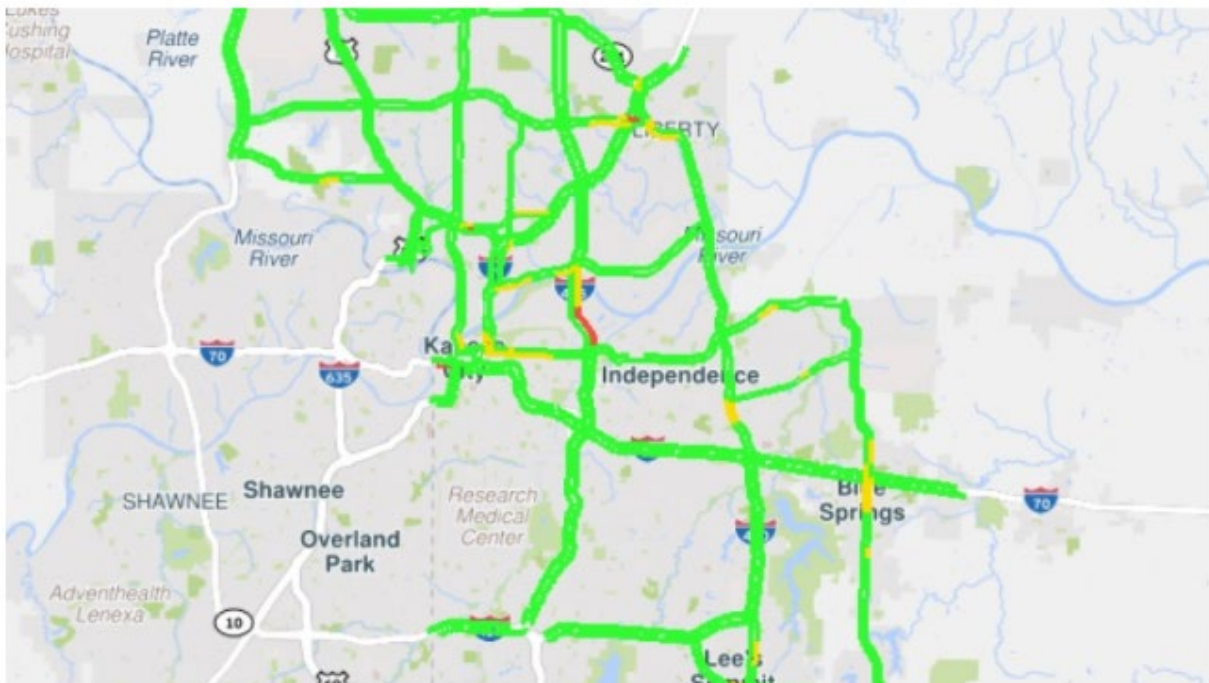
AM Columbia



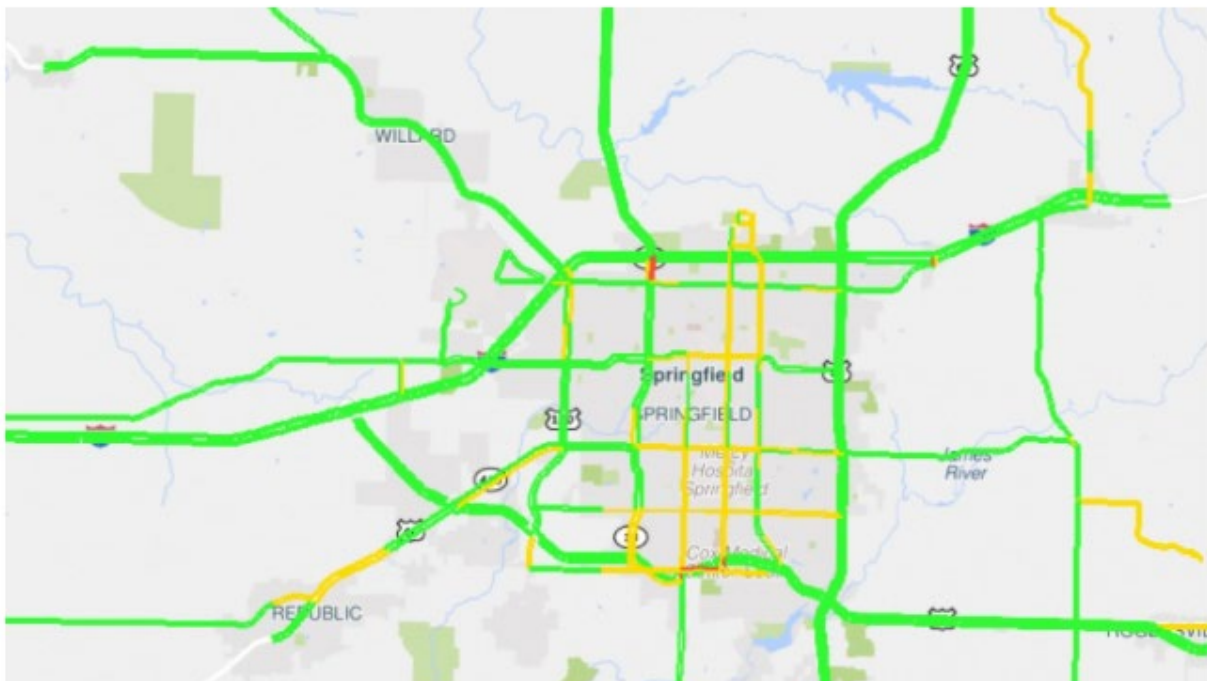
PM St. Louis



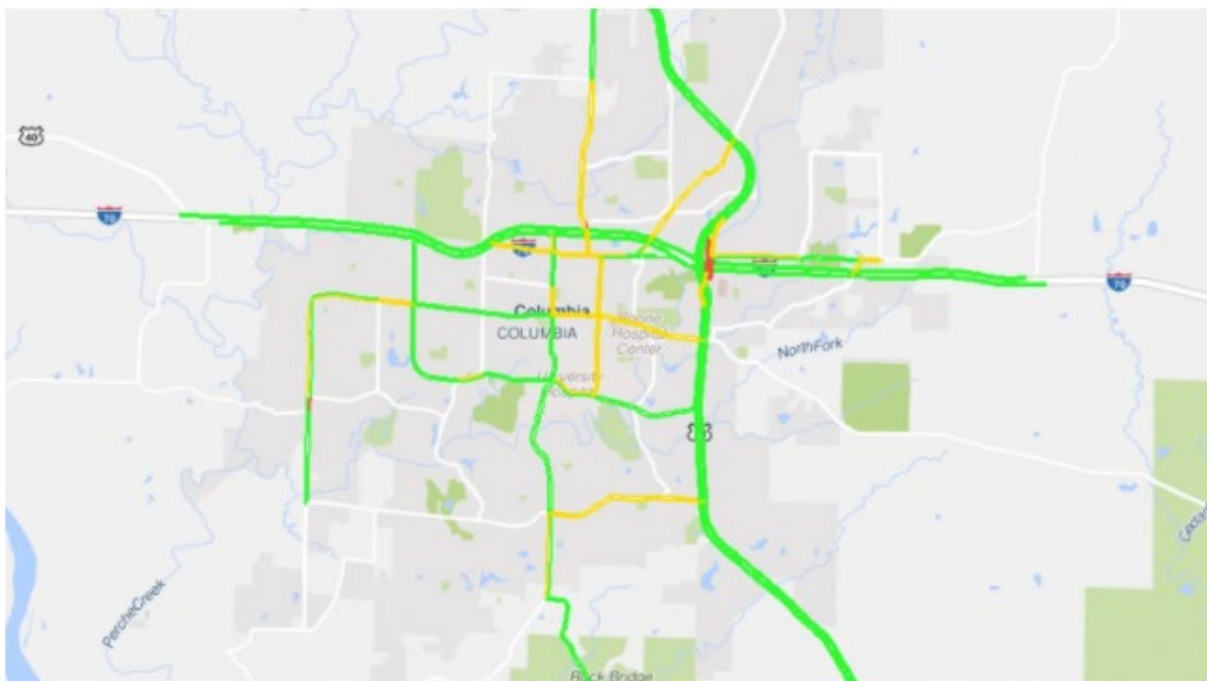
PM Kansas City



PM Springfield



PM Columbia



Write up:

During the second quarter of 2020, travel time and reliability were greatly affected by a decrease in traffic volume compared to historic levels. Average travel times during morning rush and evening rush in both St. Louis and Kansas City decreased compared to the second quarter of 2019. Average speeds across both regions ranged from 61 to 65 miles per hour. These speeds are much higher compared to the same period last year, where average speeds ranged from 49 to 57 mph in the morning and 27 to 43 mph in the evening. The morning and evening average travel times in St. Louis and Kansas City were both lower than the target.

Planning time accounts for unexpected delays and indicates how much time customers need to plan for their trip in order to arrive on time 95% of the time. In St. Louis, customers traveling during morning rush needed to plan just 43 seconds more for a 10-mile trip than they would otherwise need in free-flow conditions. During the evening rush period, customers needed to plan for an additional 1 minute, 9 seconds for a 10-mile trip. Customers traveling during the Kansas City morning rush needed to plan an additional 58 seconds more for a 10-mile trip than they would need in free-flow conditions. During the evening rush customers needed to plan for an additional 1 minute, 1 second of travel. The planning times were less than the second quarter of 2019 in all rush periods. The planning times for both regions represent average rush-hour speeds between 56 and 60 mph.

Purpose:

This measure tracks the mobility of significant state routes in St. Louis, Kansas City, Springfield, and Columbia.

Measurement and Data Collection:

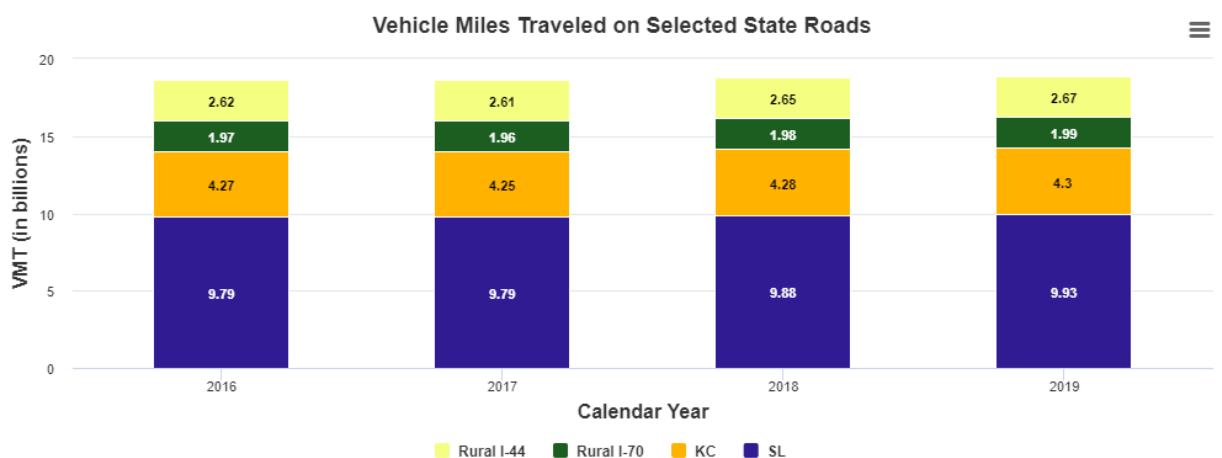
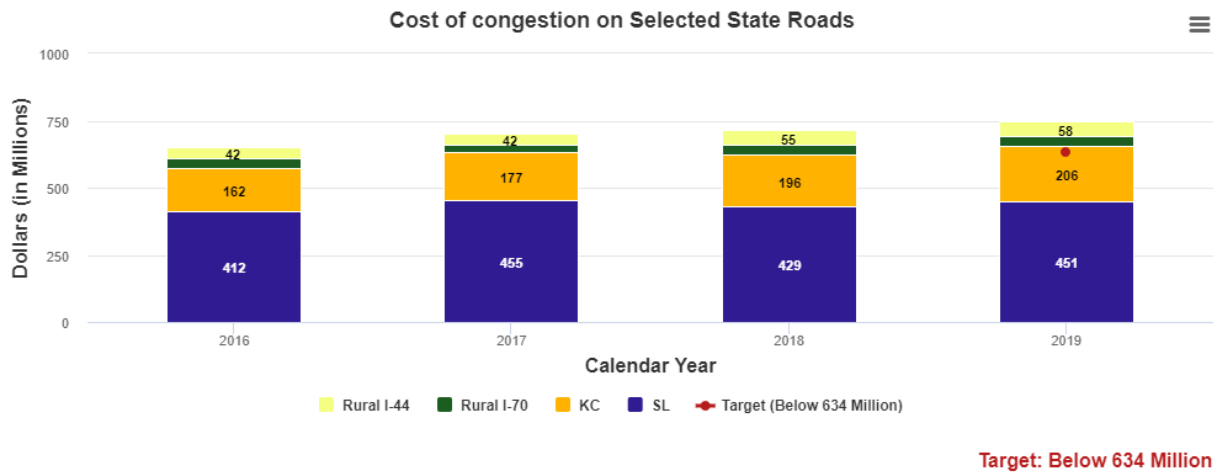
Travel time data is collected continuously via wireless technology. To assess mobility, MoDOT compares travel times during rush hour to free-flow conditions where vehicles can travel at the posted speed limit. This measure also assesses reliability, an indicator of how variable those travel times are on a daily basis.

The charts in this measure show the average travel time and the 95th percentile travel time, which is the time motorists should plan in order to reach their destinations timely 95% of the time.

The maps display the reliability of specific sections of roadways during rush hour.

The targets for average travel time are updated quarterly. The targets are established by projecting a 10% improvement over the average of the same quarter over the previous two years. The minimum value for the target time is 10 minutes. This corresponds to the time it takes to travel 10 miles at the posted speed limit of 60 miles per hour.

Cost & impact of traffic congestion – 4b



Write up:

Recurring congestion comes at regular times, although the traffic jams are not necessarily consistent day-to-day. Nonrecurring congestion is an unexpected traffic crash or natural disaster that affects traffic flow. When either occurs, the time required for a given trip becomes unpredictable. This unreliability is costly for commuters and truck drivers moving goods, which results in higher prices to consumers.

While the desired trend for both costs is downward, challenges exist in Missouri's metropolitan regions and major truck freight corridors that continue to threaten this positive outcome. A comprehensive look at congestion that goes beyond typical solutions of adding capacity is needed. Using smarter technology to help guide motorists is a must. Still, the desired outcome is to lower congestion costs and demonstrate that traffic is moving more efficiently.

This report looks at the 2016 to 2019 cost of congestion in the urban areas of Kansas City and St. Louis, as well as rural I-44 and I-70 across the state. The 2019 target for statewide congestion cost was \$494 million. The actual calculation from the Regional Integrated Transportation Information System data for 2019 was \$750 million.

Congestion costs in Kansas City rose each year from 2016 to 2019. St. Louis congestion costs peaked in 2017 and dropped in 2018, rebounding in 2019 but remained below the 2017 peak. Vehicle miles travelled statewide have continued to increase over the time period reflecting a 1.3% increase between 2016 and 2019. Statewide congestion costs rose 15% between 2016 and 2019.

Traffic congestion is widely viewed as a growing problem in many urban areas because the overall volume of vehicular traffic in those locations (based on vehicle miles travelled) continues to grow faster than the overall capacity of the transportation system. Increased truck freight volumes continue to impact the rural interstate system as well.

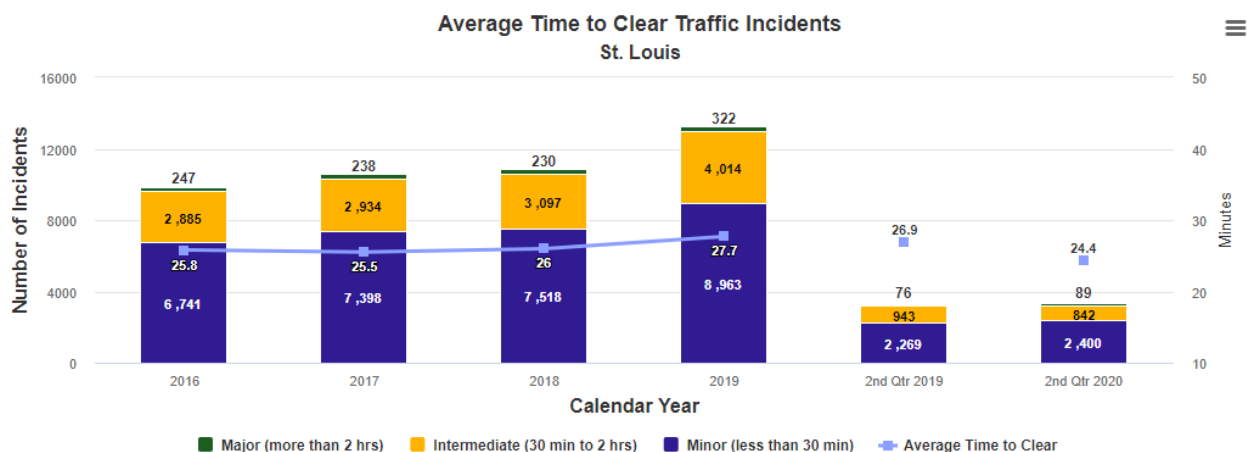
Purpose:

This measure tracks the annual cost and impact of traffic congestion to motorists for user delays and vehicle miles traveled on select routes in the St. Louis and Kansas City regions as well as rural sections of Interstates 44 & 70.

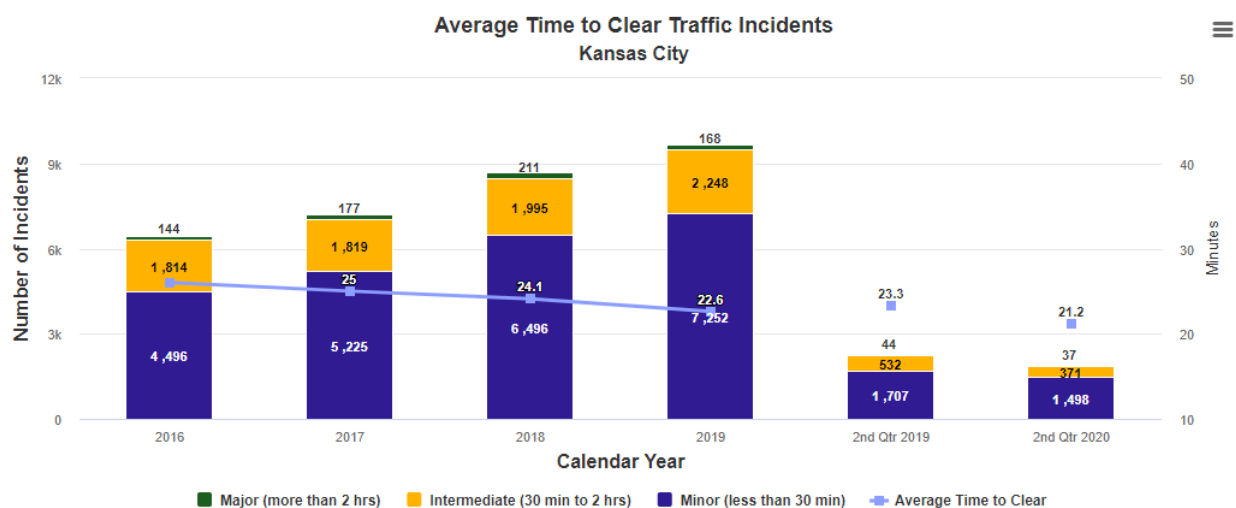
Measurement and Data Collection:

A reporting tool available in the Regional Integrated Transportation Information System looks at user delay costs. This data, in combination with industry standard costs for passenger cars and trucks, reflects the overall costs of congestion. RITIS also includes historic data so trend lines can be tracked and evaluated. The unit cost per passenger car is \$19.14 per hour and is obtained from the US Bureau of Labor Statistics. The unit cost per truck is \$71.78 obtained from the American Transportation Research Institute, which specializes in tracking freight mobility and provides the best source of data related to freight costs. For previous reporting, the department used data provided by the TTI, which annually produces the Urban Mobility Report. The target for this measure is updated annually in April and is established by projecting a 10% improvement over a four-year average.

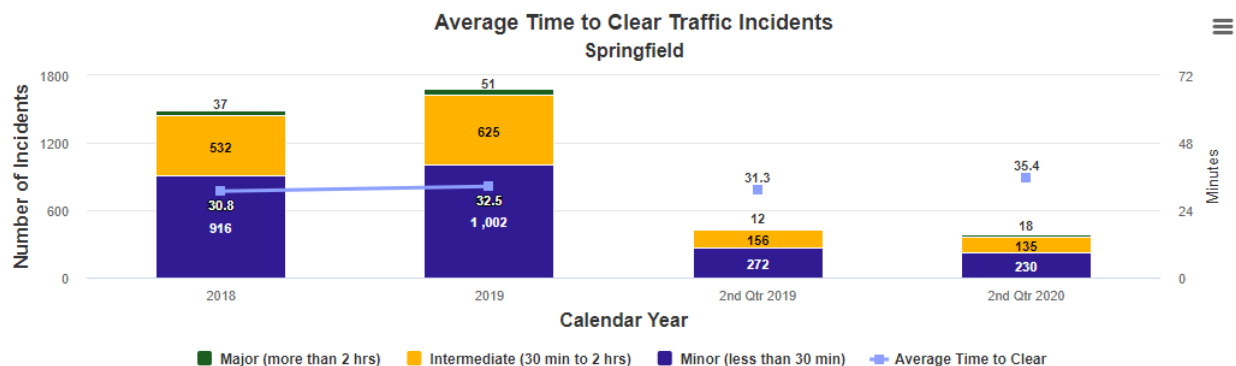
Average time to clear traffic incident – 4c



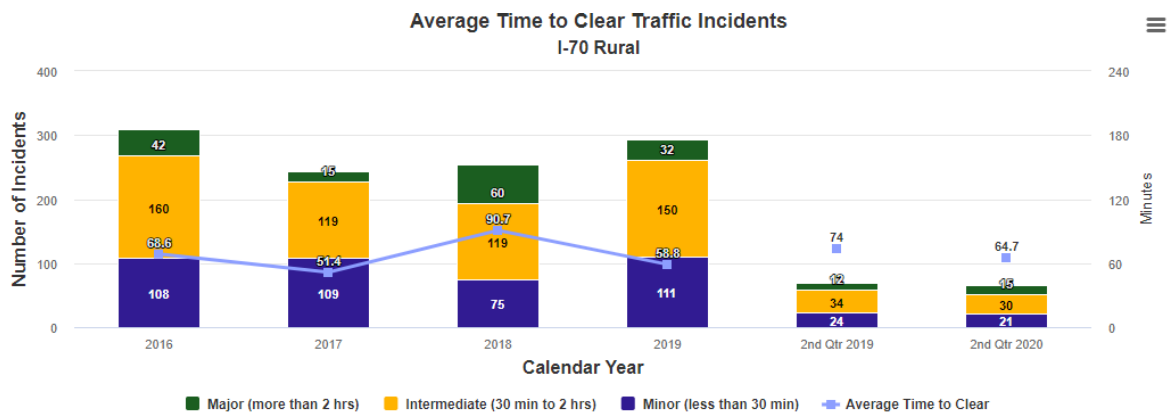
2020 Target: Below 23.9 Minutes to clear



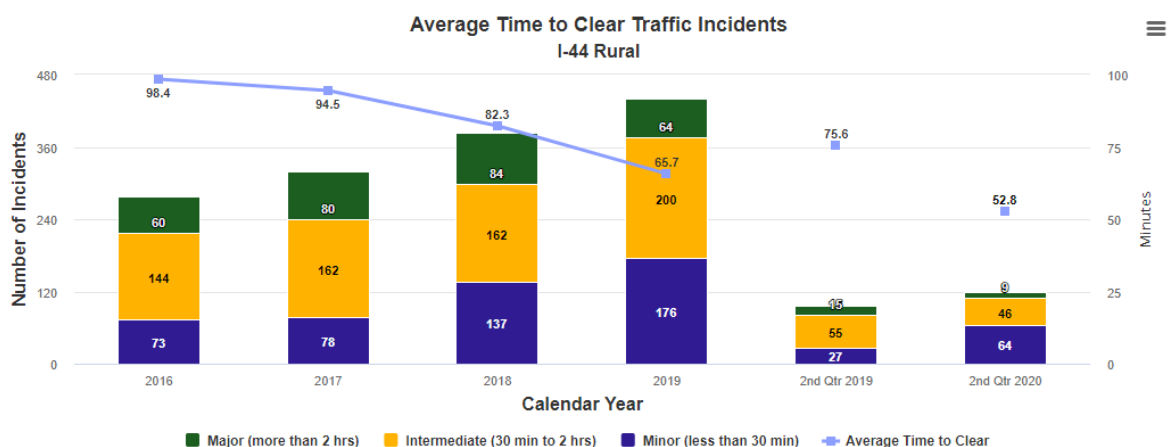
2020 Target: Below 22.1 Minutes to clear



2020 Target: Below 28.5 Minutes to clear

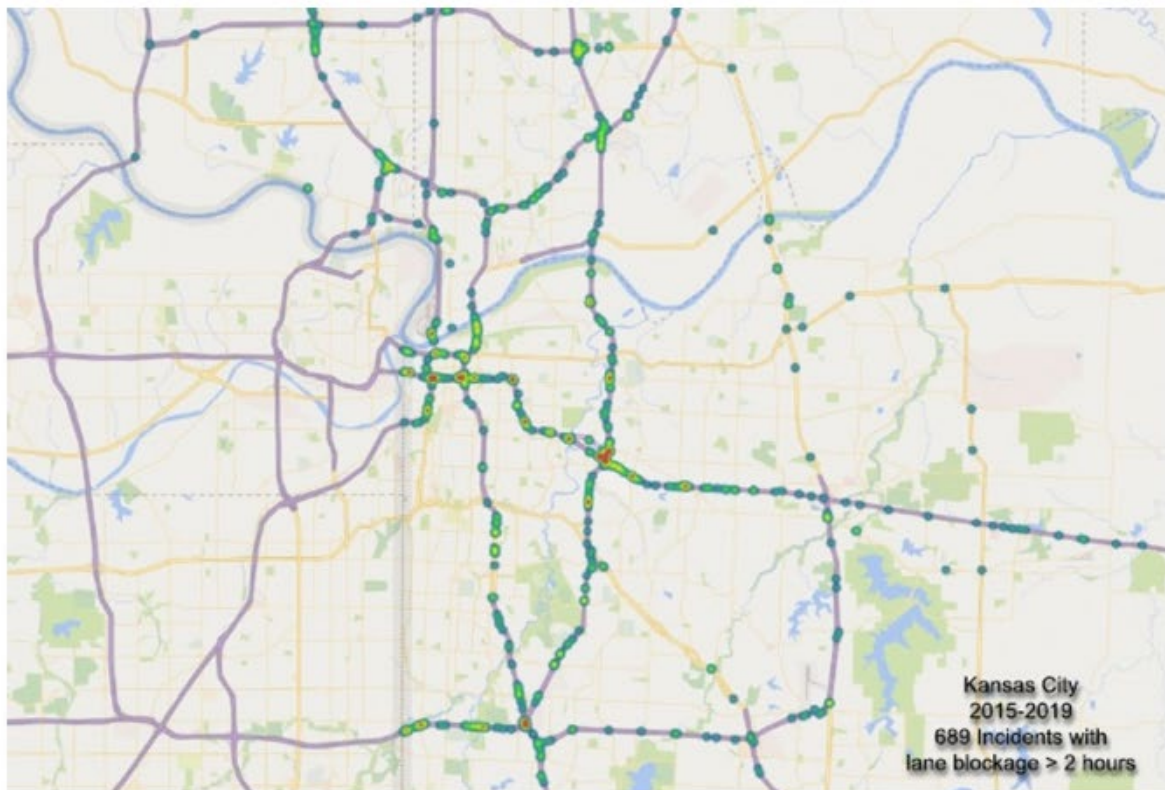
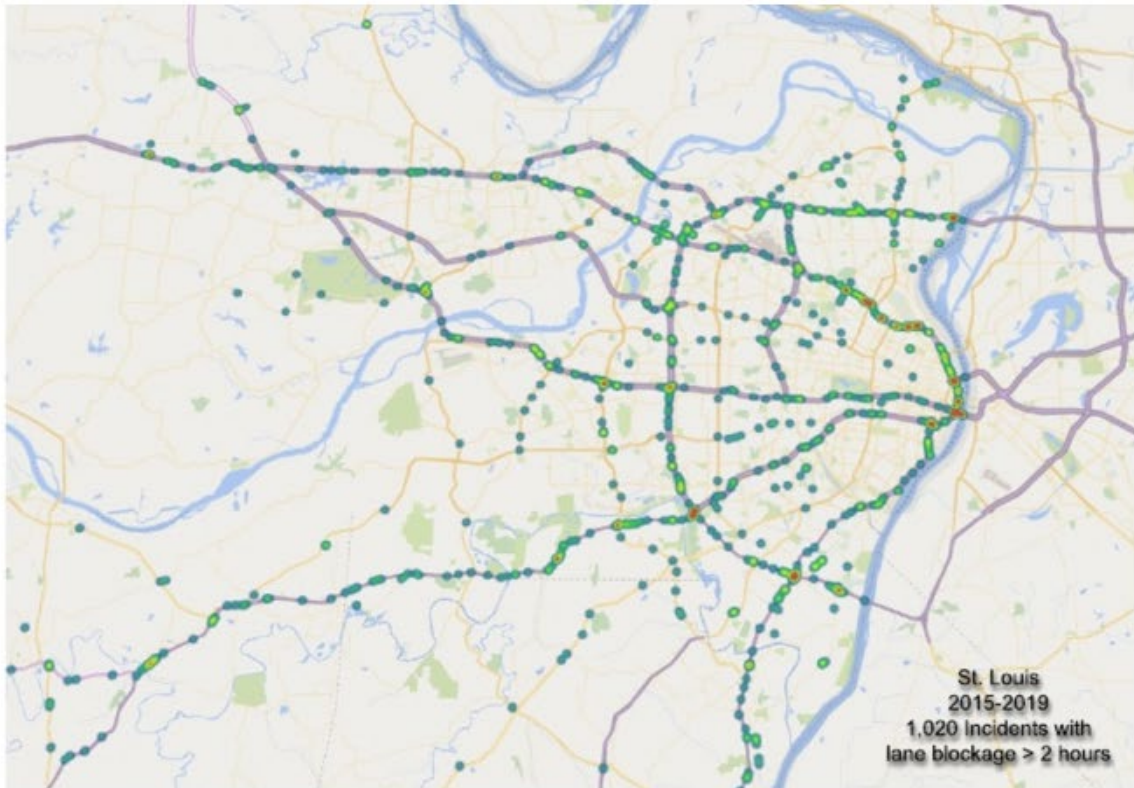


2020 Target: Below 60.6 Minutes to clear



2020 Target: Below 76.7 Minutes to clear

Tracker Archive – July 2020



Write up:

A traffic incident is an unplanned event that blocks travel lanes and temporarily reduces the number of vehicles that can travel on the road. The speed of incident clearance is essential to the highway system returning to normal conditions. Responding to and quickly addressing the incident (crashes, debris and stalled vehicles) improves system performance.

St. Louis recorded 3,331 incidents in the second quarter of 2020. The average time to clear traffic incidents was 24.4 minutes, a decrease of 9.3% from the second quarter of 2019.

Kansas City recorded 1,906 incidents in the second quarter of 2020. The average time to clear traffic incidents was 21.2 minutes, a decrease of 9.0% from the second quarter of 2019.

Springfield recorded 528 incidents in the second quarter of 2020. The average time to clear traffic incidents was 35.5 minutes, an increase of 13.4% from the second quarter of 2019.

Rural counties of I-70 between mile marker 28 (Oak Grove) to MM 203 (Foristell) recorded 66 incidents in the second quarter of 2020. The average time to clear traffic incidents was 64.7 minutes, a decrease of 12.6% from the second quarter of 2019.

Rural counties of I-44 between MM 0 (Oklahoma) to MM 69 (Springfield) and MM 91 (Strafford) to MM 224 (Sullivan) recorded 119 incidents in the second quarter of 2020. The average time to clear traffic incidents was 52.8 minutes, a decrease of 30.2% from the second quarter of 2019.

Of the 5,679 incidents during the second quarter of 2020 for the Kansas City, St. Louis and Springfield areas, 41% were attributed to vehicle crashes, 30% to debris in the roadway, 20% to stalled vehicles and 9% to other traffic control related issues. Collectively of the three urban areas, there was a decrease of 8% in the number of traffic related issues from second quarter 2020 compared to second quarter 2019, with an 8% reduction in the number of traffic crashes compared to the other categories. Much like last Tracker period, a contributing factor in the overall reduction in incidents is the decreased traffic volumes attributed to the COVID-19 pandemic. Incident clearance times decreased in all areas with the exception of the Springfield area, which saw an increase due to incidents and fatalities involving pedestrians, bicyclists and motorcycle crashes. Julie's Automated Waste-Removal System (JAWS) has now been implemented in all three urban area Motorist Assist Programs, greatly reducing risk and injury to personnel removing what is a significant amount of debris associated incidents from the roadway.

Purpose:

This measure is used to determine the trends in incident clearance on the state highway system.

Measurement and Data Collection:

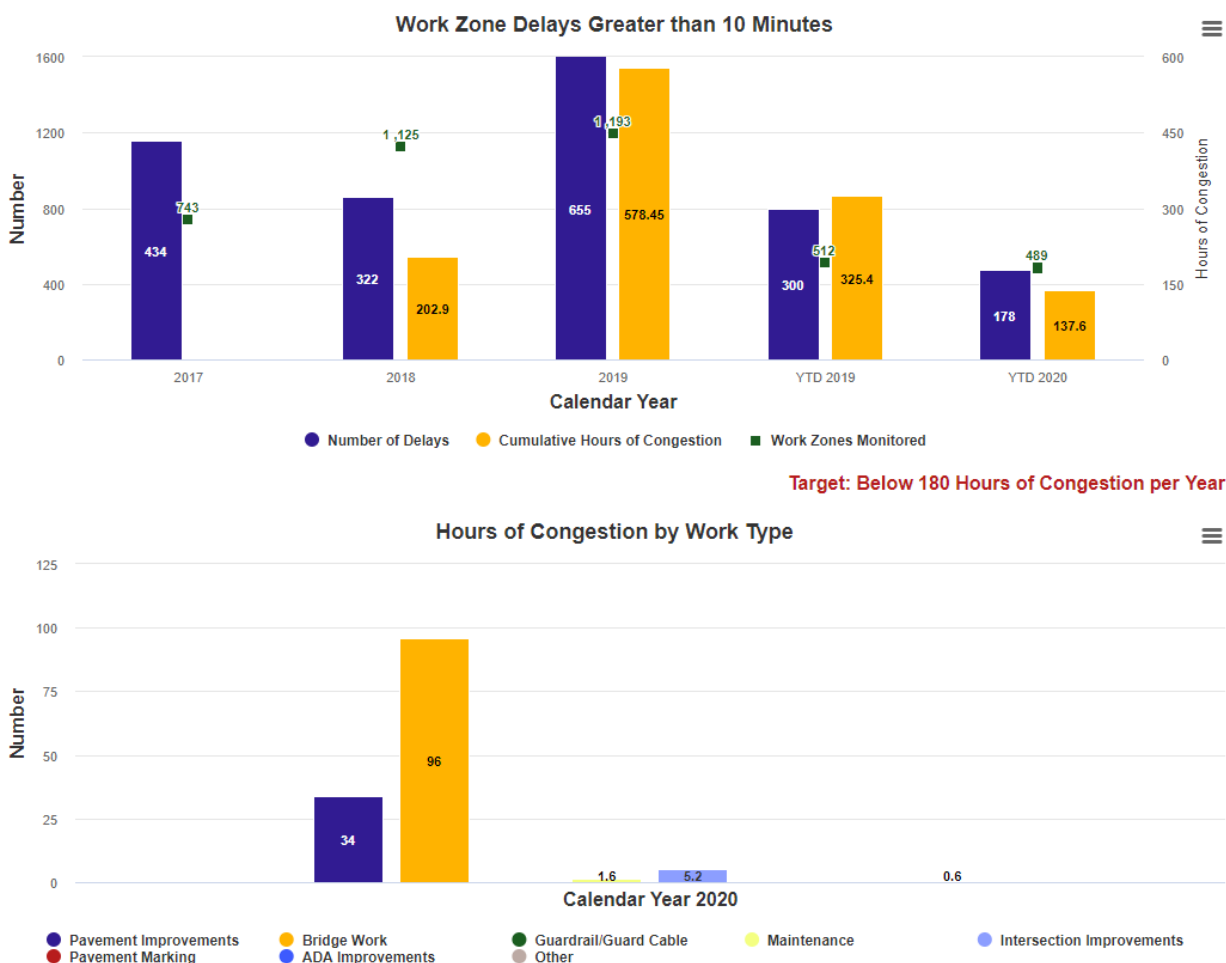
Advanced transportation management systems are used by the St. Louis, Kansas City and Springfield traffic management centers to record incident start time and the time when all lanes are declared cleared. Traffic incidents can be divided into three general classes of

duration set forth by the Manual on Uniform Traffic Control Devices that include minor, intermediate and major incidents. Each class has unique traffic control characteristics and needs.

This target is established by projecting a 10% improvement over a five-year average.

Unplanned incident impacts on major interstate routes (UNDER CONSTRUCTION) - 4d

Work zone delays to the traveling public – 4e



Write up:

Motorists want to travel through work zones with as little inconvenience as possible. MoDOT tries to minimize travel impacts by shifting work to nighttime hours or during times when

there are fewer impacts to the traveling public. Other strategies include using technology in work zones, providing valuable information to customers and innovative uses of traffic control devices to promote efficient traffic flow. To measure the effectiveness of these strategies, MoDOT monitors the performance of work zones with the greatest potential to impact traffic each quarter. The goal is to minimize the number of times a work zone creates a traffic delay of 10 minutes or more.

MoDOT has monitored 489 work zones this year. For 2020, there have been 178 work zone delays of at least 10 minutes compared to 300 work zones delays for the same period in 2019. The total congestion for 2020 is 137.6 hours. Delay and congestion for the first quarter of 2020 were slightly down from the first quarter of 2019. In the second quarter of each year, delays were reduced from 201 to 80. Hours of congestion were reduced from 210.8 to 50.3.

This year, work on the Blanchette Bridge in St. Louis contributed to 45.7 hours of congestion, while the bridge rehab at the I-270/44 Interchange added 34.3 hours. The Missouri Highway 25 overlay in Stoddard County added 19 hours and the pavement repairs on I-70 eastbound in St. Charles County added 10.2 hours. To date, these projects have contributed a total of 109.2 hours of the 137.6 hours (79%) of congestion. Overall, bridge improvement projects continue to be the largest contributor of delay at 70%.

The target for the cumulative work zone congestion statewide is 180 hours per year. This target translates to approximately 30 minutes of congestion per day statewide.

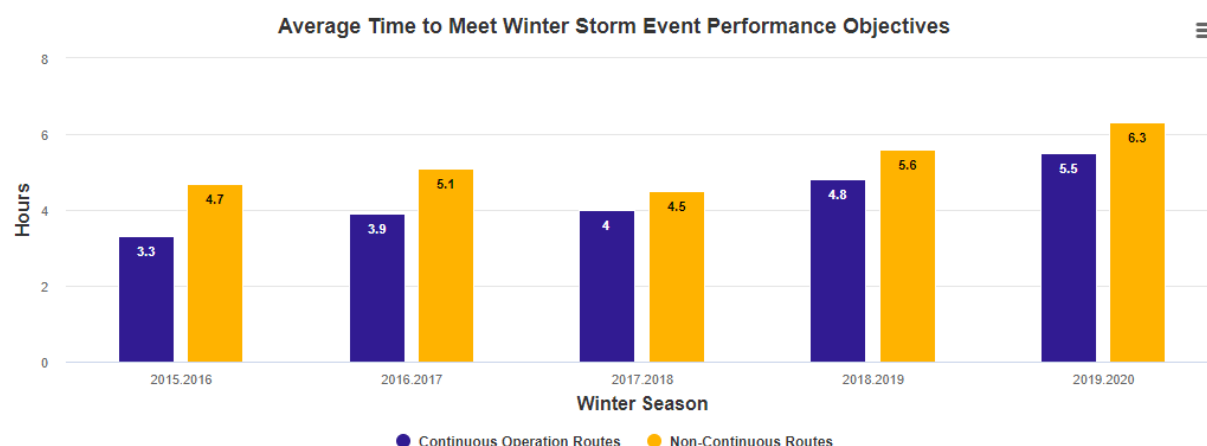
Purpose:

Work Zones are designed to allow the public to travel through safely and with minimal disruptions. This measure indicates how well significant work zones perform.

Measurement and Data Collection:

Work zone impacts are identified using automated data collection and visual observations. An impact is defined as the additional time a work zone adds to normal travel. Impacts resulting in a delay of at least 10 minutes are included in this report. The targeted hours of work zone congestion are based on previous years' data and an acceptable tolerance of 30 total minutes for work zone congestion statewide. The target for this measure is updated quarterly.

Winter storm operations – 4f



Write up:

Knowing the time it takes to clear roads after a winter storm can help the department better analyze the costs associated with that work. MoDOT's response rate to winter events provides good customer service for the traveling public while keeping costs as low as possible. These efforts result in reduced traffic delays due to winter events and, more importantly, safer travel during these events. In recent years, MoDOT has been more aggressive in messaging the public urging them to travel only if necessary, during winter events. This messaging is in the form of social media pushes and media releases. In addition, one of MoDOT's Strategic Initiatives is working toward predictive analytics to optimize winter operations resources.

The 2019-2020 winter season had its first significant impact on Veterans Day, Nov. 11, 2019. The winter precipitation and rapidly decreasing temperatures went from the west side of the state in the morning to the east side of the state in the afternoon drastically impacting the St. Louis District's evening rush hour. MoDOT's trucks were treating roads all day. The November 11th event had warm enough ground temperatures to melt the initial snowfall, however most of the salt that was applied early in the day washed off. Although the weather

forecasts said it would end midday, an additional wave of snow came around 2 p.m. With the winds brought a significant drop in temperature, all routes across St. Louis started freezing at the same time which coincided with the start of evening rush hour. In addition, there were a couple of significant incidents on the highways that resulted in MoDOT plow trucks being stuck in traffic, limiting MoDOT's ability to continue treating roads. The cost incurred on the major roads throughout Missouri was measured from a vehicle delay perspective. The major routes statewide during this winter storm were measured using cellphone data. The measurement was motorist delay costs which were over \$3 million. After action meetings and reports identified challenges and opportunities for improvement to assure best possible responses moving forward. This event and another challenging event on Dec. 15, 2019 resulted in an average time to meet MoDOT's objective for continuous operations routes of 5.5 hours and 6.3 hours for non-continuous routes through March 31, 2020. These response times are higher than previous years which is due in large part to the impacts of the Veterans Day storm and another exceptionally challenging winter in the northwest portion of the state. On average, winter operations cost about \$43 million per year. MoDOT expended \$54.4 million so far this season. This is higher than Missouri's average winter over the last five years, due to the various challenges faced this season.

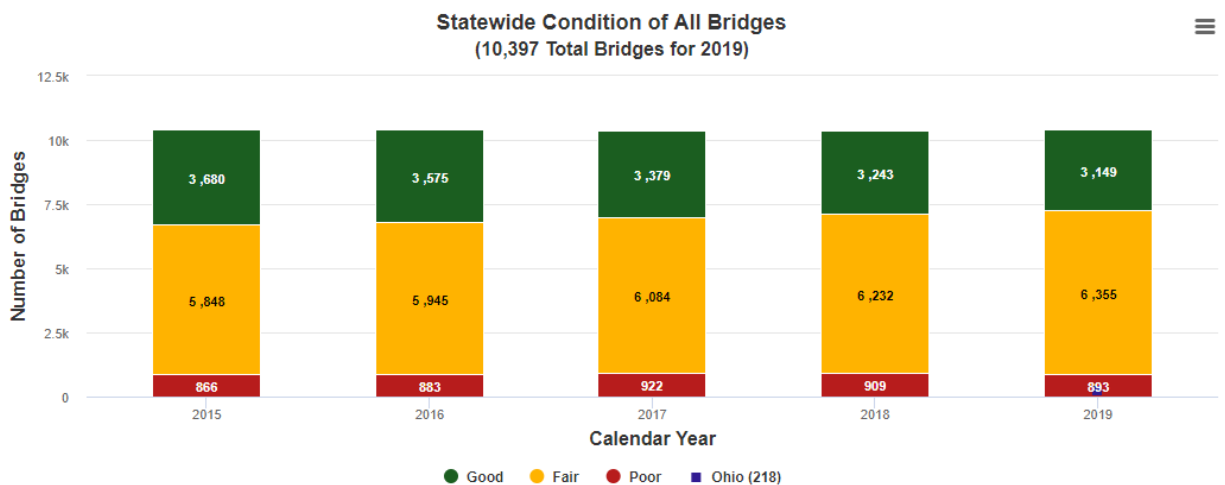
Purpose:

This measure tracks the amount of time needed to perform MoDOT's snow and ice removal efforts. It also reviews the impacts of significant events and the measures taken to minimize these impacts.

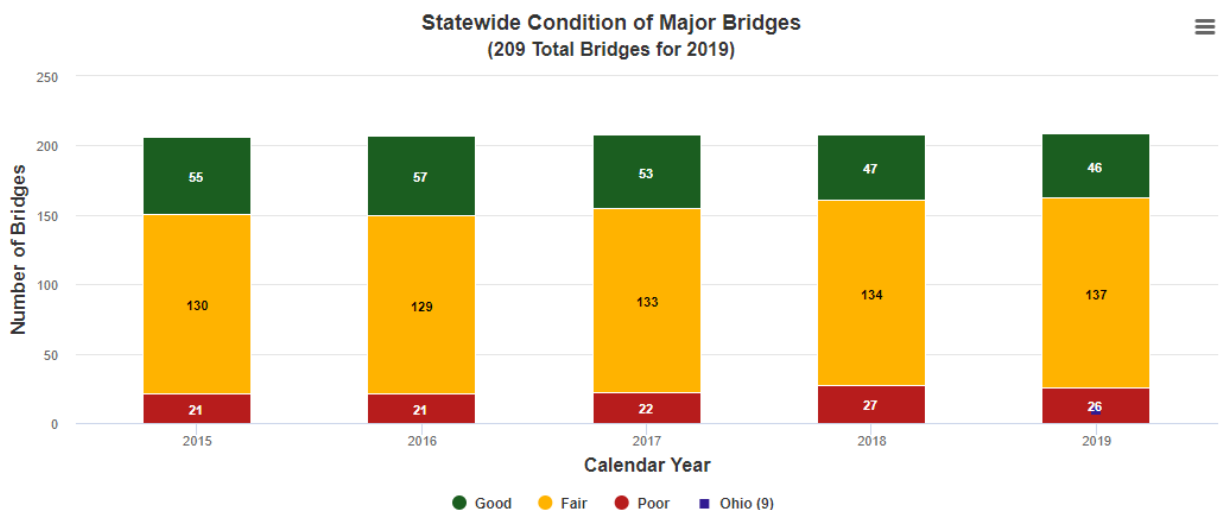
Measurement and Data Collection:

For major highways and regionally significant routes, the objective is to restore them to a mostly clear condition as soon as possible after the storm has ended. MoDOT calls these "continuous operations" routes. State routes with lower traffic volumes should be opened to two-way traffic and treated with salt or abrasives at critical areas such as intersections, hills and curves. These are called "non-continuous operations" routes. After each winter event, maintenance personnel submit reports indicating how much time it took to meet the objectives for both route classifications. For significant events, the Regional Integrated Transportation Information System is used to determine traveler delays and the associated costs in order to determine the magnitude of the impacts of these significant winter events.

Condition of state bridges (all and major) – 5a



Target: Below 900 Poor



Target: Below 20 Poor

Write up:

The public has indicated the condition of Missouri’s existing roadway system should be one of the state’s highest priorities. Currently, 893 (26 major) structures are in poor condition, 6,355 (137 major) structures are in fair condition and 3,149 (46 major) structures are in good condition.

The number of structures in poor condition has fluctuated over the last five years and peaked at 922 in 2017. Over the last two years, the number has trended down to 893. The number of structures in good condition peaked in 2012 and has been steadily declining since, while the number of structures in fair condition has significantly increased. The recent decrease in poor condition bridges is reflective of the asset management approach being used on bridges. The decline in good structures, as well as the increase in fair condition structures, is

reflective of MoDOT's aging bridge inventory with many structures at the point where they need minor maintenance or rehabilitation.

For major bridges, the number of structures in poor condition peaked in 2018 at 27 and has now dropped to 26 for 2019. Even with the significant investment in the Statewide Transportation Improvement Plan, the number of structures in good condition has been dropping over the last four years while the number in fair condition has been increasing. Work on major bridges is expensive with rehabilitations costing \$10 million to \$20 million and replacements ranging from \$20 million to \$200 million. Ohio has been selected for comparison as its total of 10,475 (162 major) state highway bridges is only 78 more than Missouri, as well as having similar demographics, geography and weather conditions.

MoDOT's asset management goal for bridges is to keep the statewide total number of poor bridges at 900 or less and the number of poor major bridges at 20 or less.

Purpose:

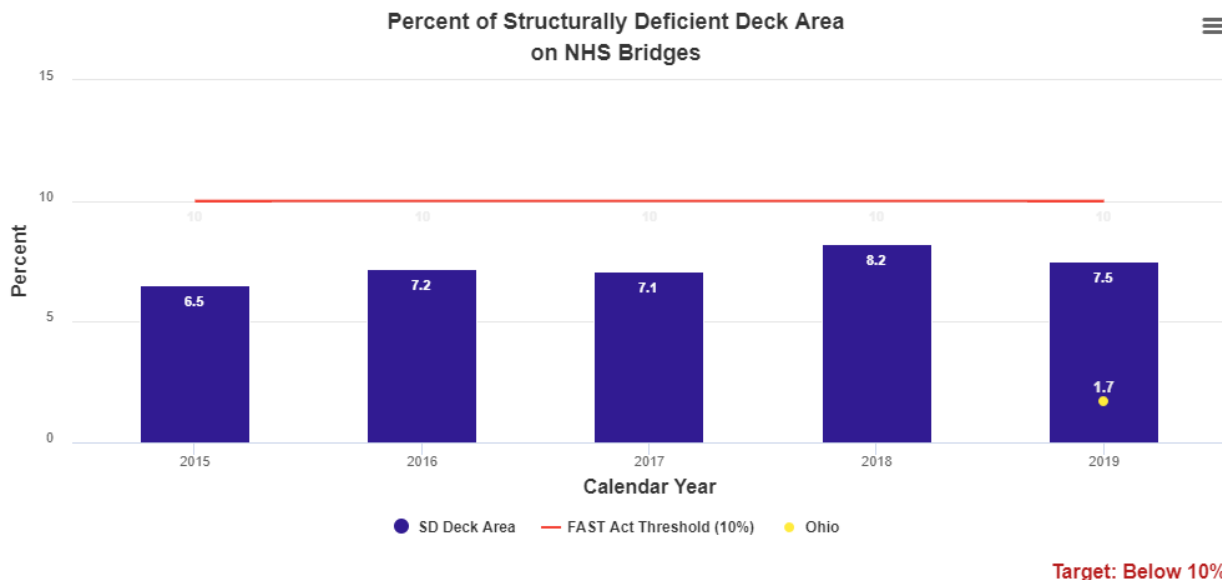
This measure tracks progress toward improving the condition of Missouri's bridges.

Measurement and Data Collection:

This measure is updated in July based on MoDOT inspections conducted the prior year. Data is presented for all state bridges and major bridges. Major bridges are those that are 1,000 feet long or longer. Of the 10,397 bridges on state highways, 209 are considered major bridges. Bridges are categorized as being in good, fair or poor condition in accordance with criteria established by FHWA. Good means no significant condition-related problems exist. Fair indicates that moderate problems exist that may require minor rehabilitation or maintenance to return the structure to good condition. Poor indicates that more significant problems exist which will require either a major rehabilitation or replacement of the structure.

The target for this measure is set internally and reflects the department's goal of "holding its own" in terms of bridge condition.

Percent of structurally deficient deck area on National Highway System – 5b



Write up:

The public has indicated that keeping Missouri’s existing roads and bridges in good condition should be one of the state’s highest priorities. The Fixing America's Surface Transportation Act established a 10% penalty threshold for states that, when exceeded, requires a state to focus money on bridges until they are back under 10%. The local system has 85 National Highway System structures (four structurally deficient) and the MoDOT system has 3,570 NHS structures (161 structurally deficient). Missouri currently falls below the penalty threshold with the statewide structurally deficient deck area at 7.5%. This is attributable to the continued effort to focus on major bridges when funding is available as well as increasing focus on poor condition bridges in the Statewide Transportation Improvement Program.

Statewide, this measure is also heavily influenced by major bridges with one structure having the ability to impact this measure +/-0.5%. From 2018 to 2019, there was a decrease in the statewide percentage of structurally deficient deck area on the NHS. This was heavily influenced by the net removal (-6, +4) of two major bridges from this category. The number of bridges on the NHS has stabilized with very small changes from year to year. Ohio has been selected for comparison because it has similar demographics, geography and weather conditions. There are 10,475 total state highway bridges in Ohio with 4,805 structures on the NHS.

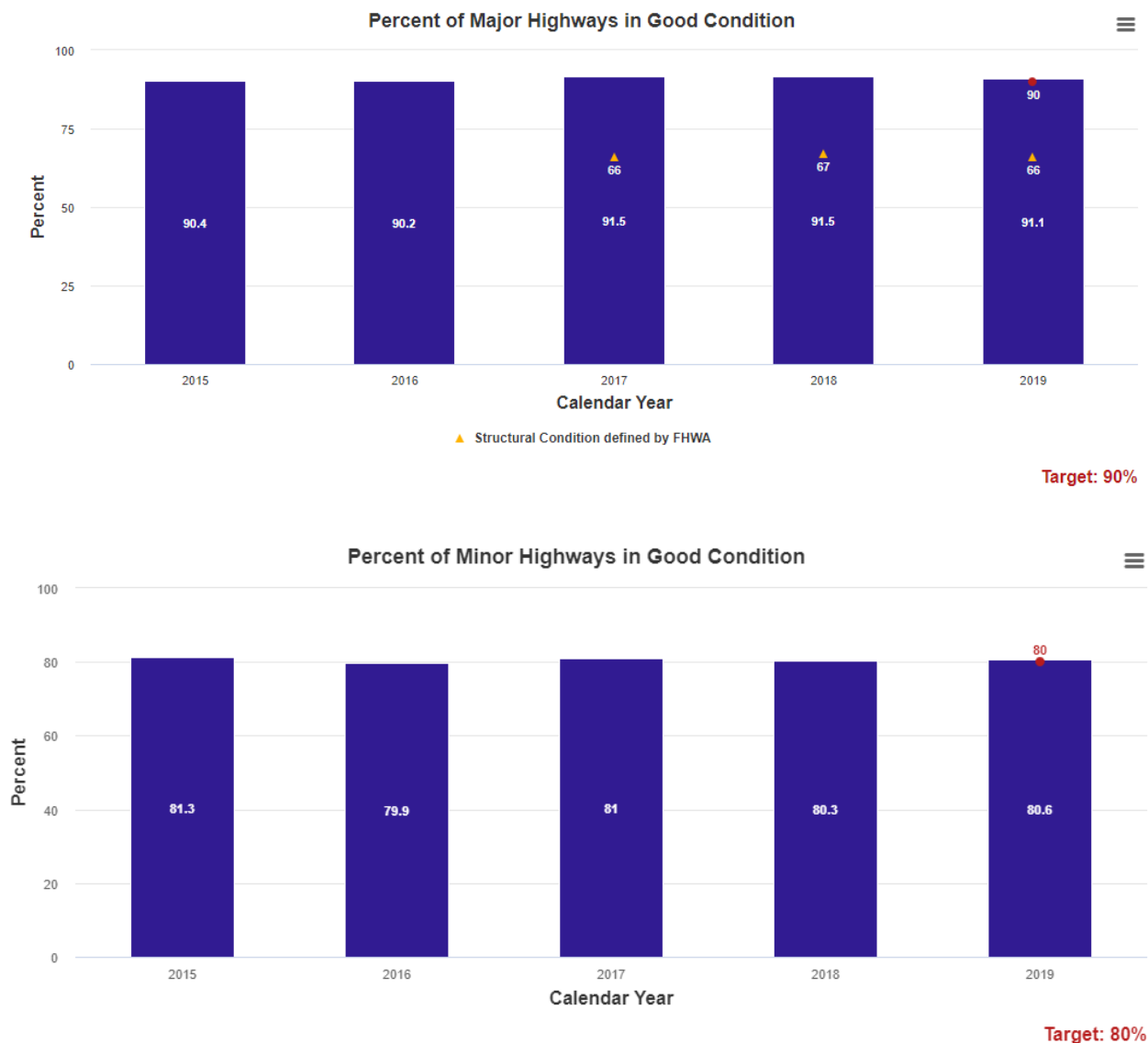
Purpose:

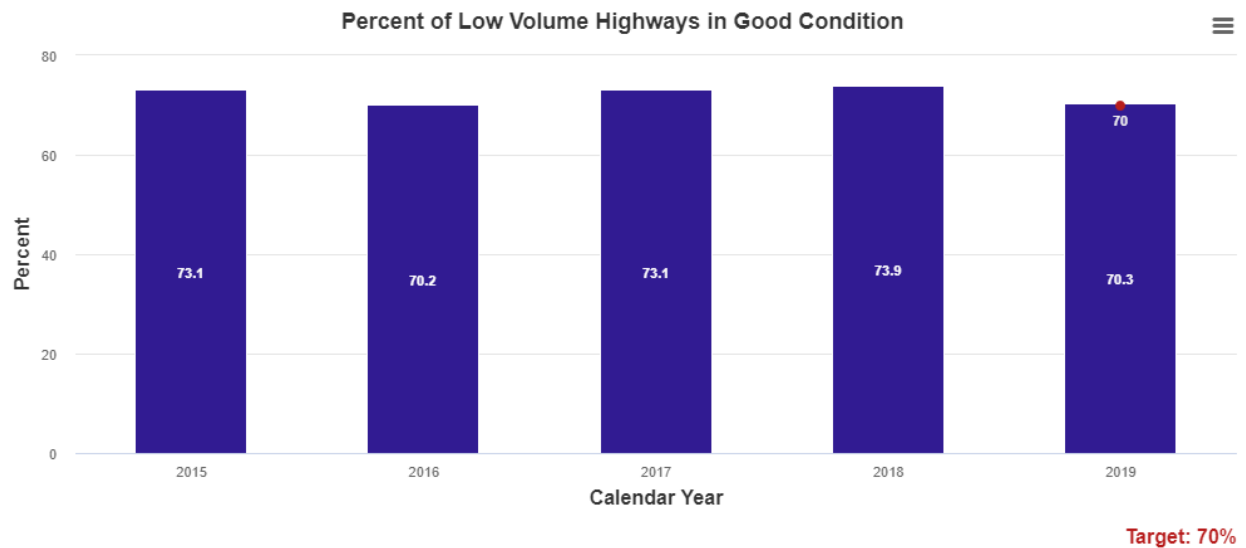
This measure tracks the percent of structurally deficient deck area for bridges on the NHS.

Measurement and Data Collection:

The NHS is defined by federal law and consists of all roadways functionally classified as principal arterials as well as some routes that serve as major connections to multimodal freight-type facilities and some locally owned roadways. The FAST Act requires states to track the structurally deficient deck area on the NHS. Historically, the term structurally deficient defined a group of bridges that were in bad condition or had insufficient load capacity when compared to modern design standards. With the implementation of the FAST Act, this definition was changed, and this measure reflects that change. The FAST Act has a penalty threshold that requires a state to take certain actions whenever the percentage of structurally deficient deck area within a state exceeds 10%. The chart reflects keeping the percentage below 10% as the target.

Condition of state highways – 5c





Write up:

Missourians have repeatedly told MoDOT that keeping roads smooth is a top priority. Over the years, MoDOT has been able to fund pavement improvement projects on thousands of miles of state highways.

MoDOT maintains 33,832 miles of highway. The percent of highways in good condition are: major roads at 91%, minor roads at 81% and low volume roads at 70%. Major, minor and low volume highways have met the statewide target in the past five years. As defined by Federal Highway Administration, the target is based on the statewide asset management plan and represents MoDOT's goal of maintaining current condition.

Beginning in 2018, the FHWA required all departments of transportation to report pavement data related to the structural integrity of the pavement, which may not impact current pavement smoothness but may cause future pavement issues. The current percent of major highway pavements in good structural condition is 66%.

MoDOT has implemented asset management practices statewide to invest in transportation projects that will keep good roads in good condition.

Purpose:

This measure tracks the condition of Missouri's highways.

Measurement and Data Collection:

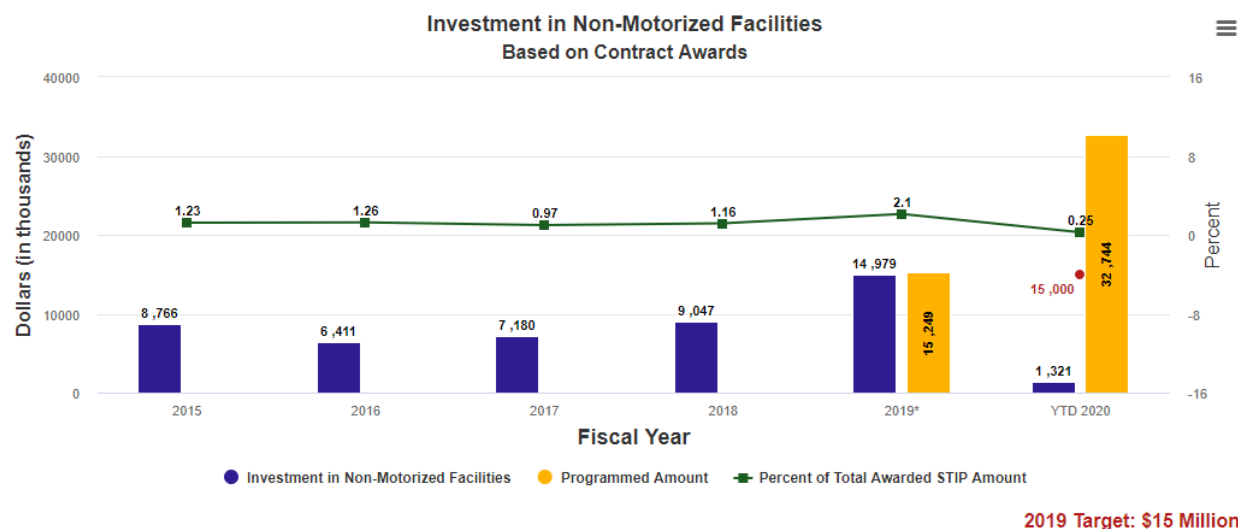
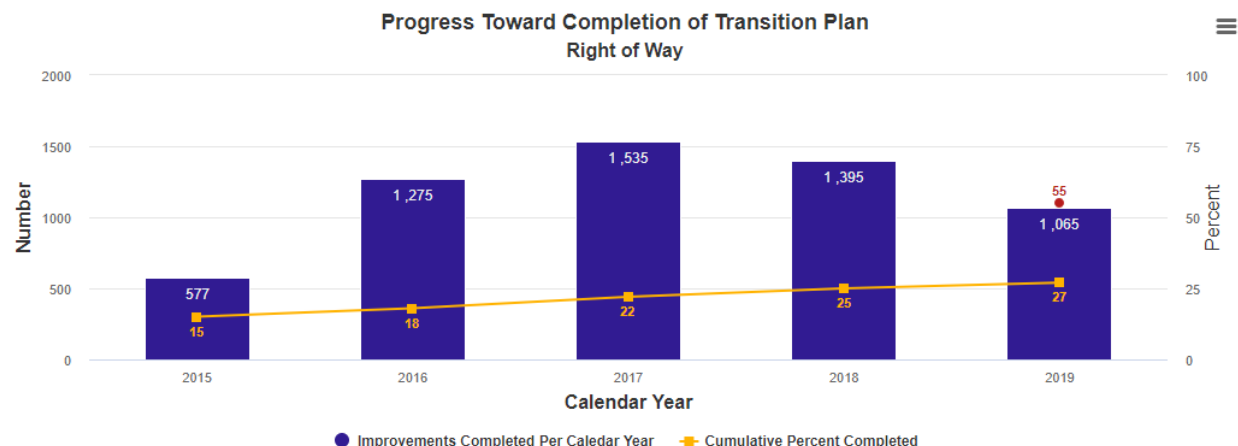
Missouri's major highway system contains the state's busiest highways, including interstates and most U.S. routes. There are 5,542 total miles on the major highway system.

Missouri's minor highway system consists of its less-traveled state highways, including most lettered routes and routes that mainly serve local transportation needs. There are 17,334 miles of minor highways in Missouri.

Missouri's low volume highways are those state-owned roads with less than 400 cars traveling on them per day. There are 10,957 miles of low volume roads in Missouri.

Missouri measures the condition of its roadways using smoothness as one factor but also considers physical distresses, such as cracking. The targets for this measure are set by internal policy and will not change unless policy changes, regardless of performance.

Bike/pedestrian and ADA transition plan improvements – 5d



*Starting with FY19, ADA program data will be included in the measure

Write up:

MoDOT has identified 44,611 barriers within its right of way needing repaired or constructed to meet the requirements of the American with Disabilities Act. A transition plan was

established to correct these barriers by August 2027. To meet the August 2027 transition plan deadline, a target of 55% was established for calendar year 2019. To date, MoDOT has completed 12,112 or 27% of the identified barriers.

In order to complete the transition plan at a steady pace, an annual investment target is approximately \$15 million. Since 2009, the Missouri Highways and Transportation Commission has retained half of the Transportation Alternatives Program funding it receives each year. Approximately \$9 million is reserved for the completion of the transition plan.

Since 2008, MoDOT has invested nearly \$68.5 million towards the completion of the transition plan. The districts have projected to invest over \$133 million towards the remainder of the ADA facility improvements over the next five years in the Statewide Transportation Improvement Program. That amount is expected to cover transition plan improvements and other ADA needs across the state.

Purpose:

This measure tracks MoDOT's investment in non-motorized facilities and progress toward removing barriers. Accessibility needs occur within the right of way, such as sidewalks and traffic signals. Removal of the barriers listed in MoDOT's 2010 ADA Transition Plan is required as part of the department's compliance with the ADA.

Measurement and Data Collection:

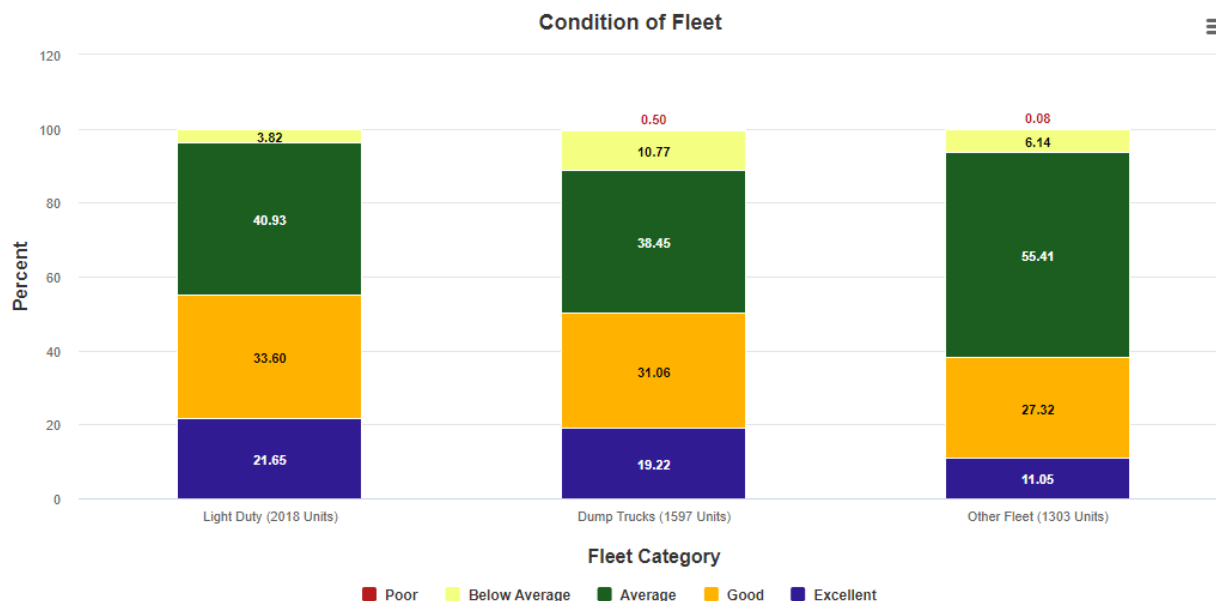
MoDOT's investment in non-motorized facilities is determined from the awarded contract amounts for the 20 most common construction elements used on projects each year.

ADA Transition Plan progress is based upon completed work to correct deficient barriers identified in the ADA Transition Plan inventory.

A progress target line is included indicating MoDOT's progress towards completing the transition plan by 2027. Annual funding levels necessary to complete the transition plan by 2027 determine the target, which is set in April of each year.

ADA compliance of facilities (UNDER CONSTRUCTION) – 5e

Condition of fleet – 5f



Write up:

MoDOT's fleet equipment, with a replacement value of \$467 million, is necessary to maintain roads and bridges to meet customers' needs. As the department's fleet ages due to limited funds for fleet investment, monitoring the condition helps assess resources and guide the department in making good purchasing decisions. Per recommendation of the statewide Comprehensive Fleet and Equipment Team, MoDOT began compiling this information in 2018 and statewide data was first available in 2019. The majority of fleet is rated at or above average. However, 11.27% of MoDOT dump trucks are rated below average or poor which equates to 180 trucks.

Purpose:

This measure tracks the condition of MoDOT's diverse fleet. This includes all classes of fleet broken down by Light Duty, Dump Trucks and Other Fleet. Light Duty fleet contains cars, pickups, utility trucks, vans and 1-ton trucks. Other Fleet contains heavy equipment such as tractors, loaders, distributors and aerial trucks.

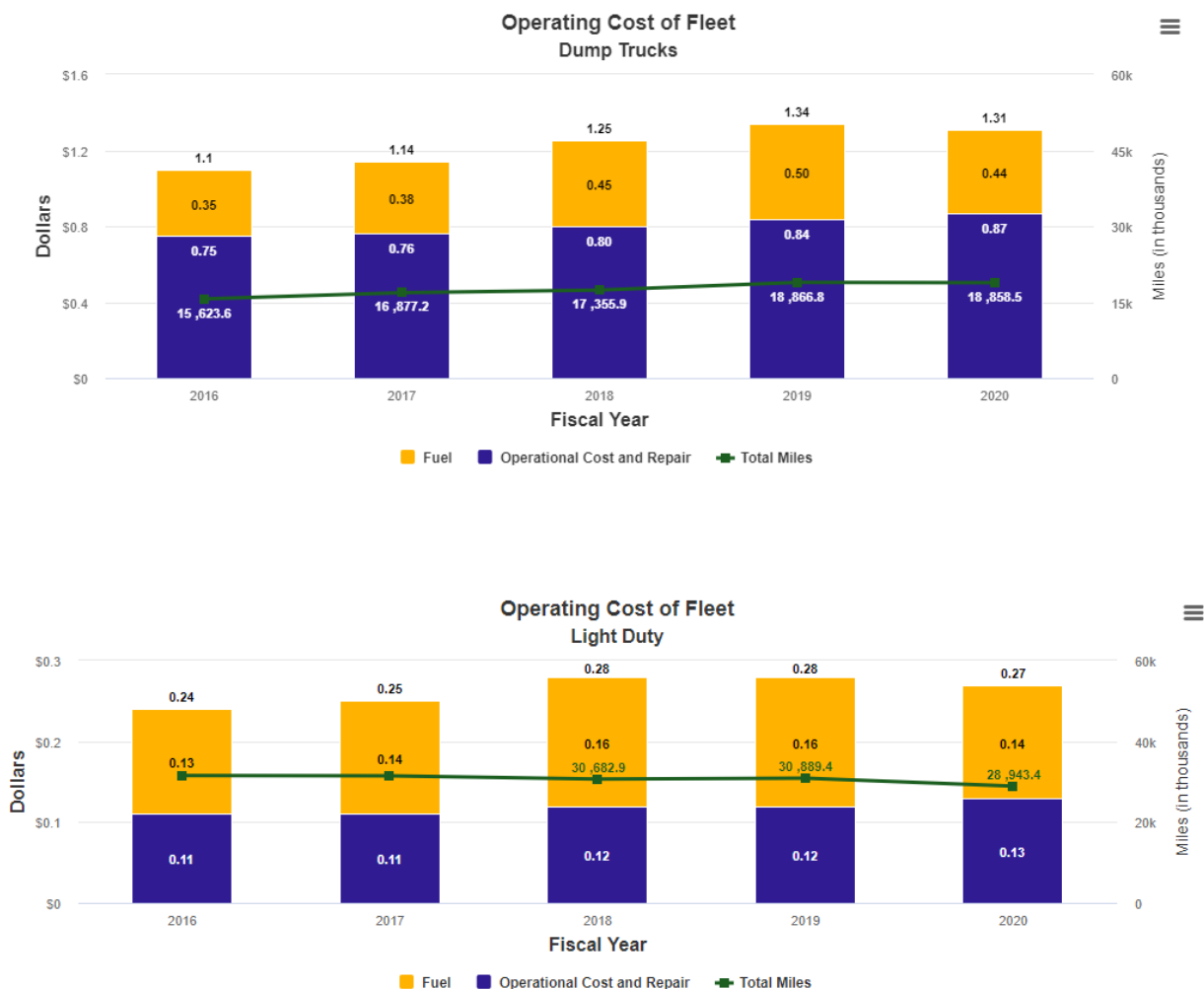
Measurement and Data Collection:

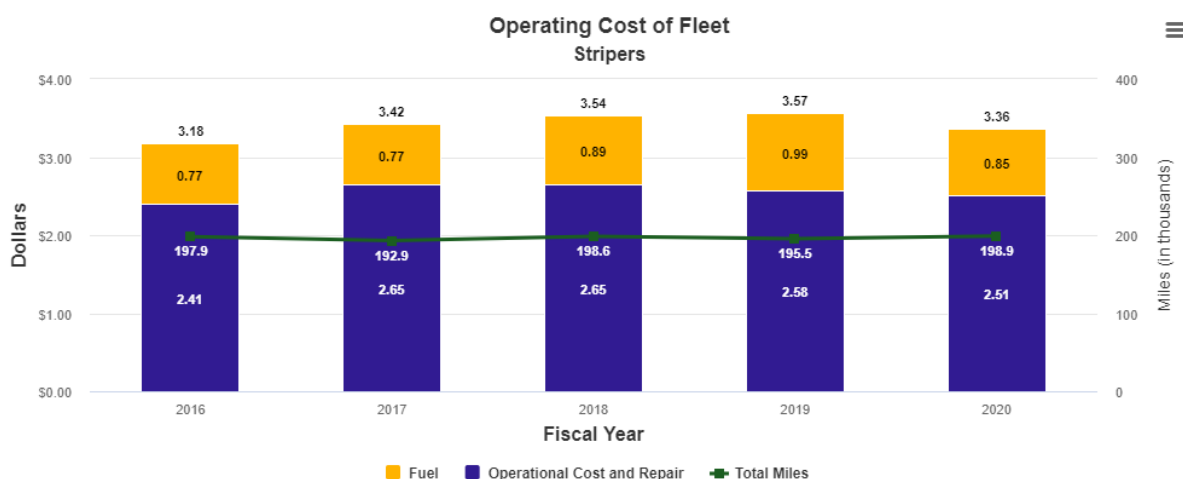
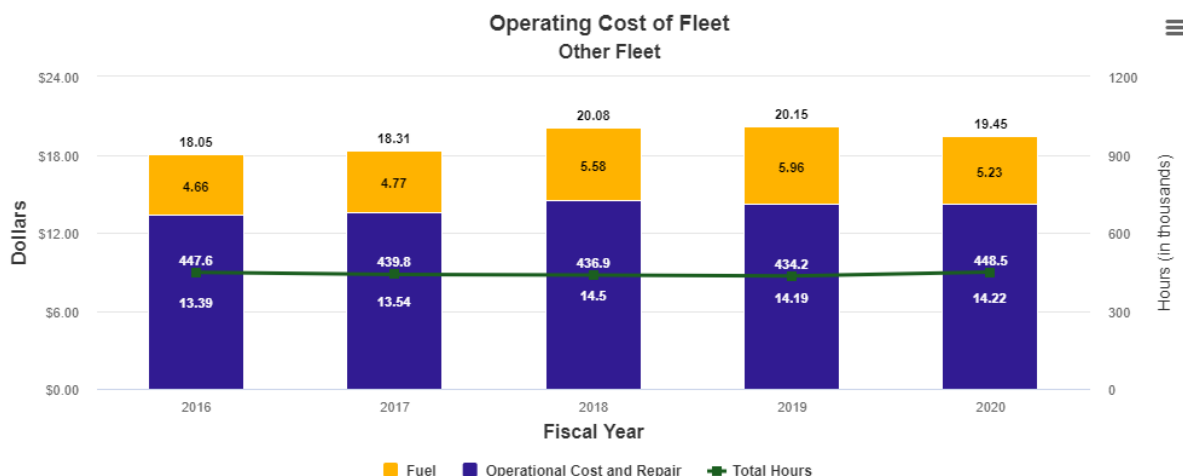
Data is obtained from MoDOT's fleet management system, FASTER and is updated by fleet personnel involved in the inspection process. Central Office Equipment Technician Support Specialists perform onsite quality assurance reviews on fleet ratings throughout the year. The general guidelines for establishing overall condition are based on the criteria of safety, functionality, repairability and appearance.

In summary, the ratings are: Excellent – unit is fully operable and capable of full performance functionality; Good – unit is operable and safe with signs of normal use; Average – unit is generally operable but may have minor component failure or damage needing repair; Below average – unit has major component failure or damage preventing performing all functions and Poor – unit is not safe or inoperable with component failure or damage beyond repair.

Data is as of December 31st, 2019; however, moving forward this information will be as of October 31st to coincide as the basis for the fleet data used in the fleet asset management model.

Operating cost of fleet – 5g





Write up:

MoDOT's fleet equipment, with a replacement value of \$461 million, is necessary to maintain roads and bridges in order to meet customers' needs. The total miles/hours decreased from 50.4 million in fiscal year 2019 to 48.4 million in FY 2020. The Missouri Highways and Transportation Commission approved appropriation allocation base of \$22.8 million continues to remain the same. As the department's fleet ages due to limited funds for fleet investment, monitoring the operational costs ensures the department is making good repair decisions.

For FY 2020, overall costs are down compared to FY 2019 mostly due to lower fuel cost. However, every class increased in operational costs except for stripers. From FY 2016 to 2020, operational costs, not factoring fuel cost, have increased: dump trucks increased 16%, light duty increased 18%, other equipment increased 6% and stripers increased 7% per mile. During this period, the consumer price index inflation factor increased by 7% according to the Bureau of Labor Statistics.

MoDOT continues to focus on fleet replacements using an asset management approach based on equipment age and miles/hours which began in 2019.

Purpose:

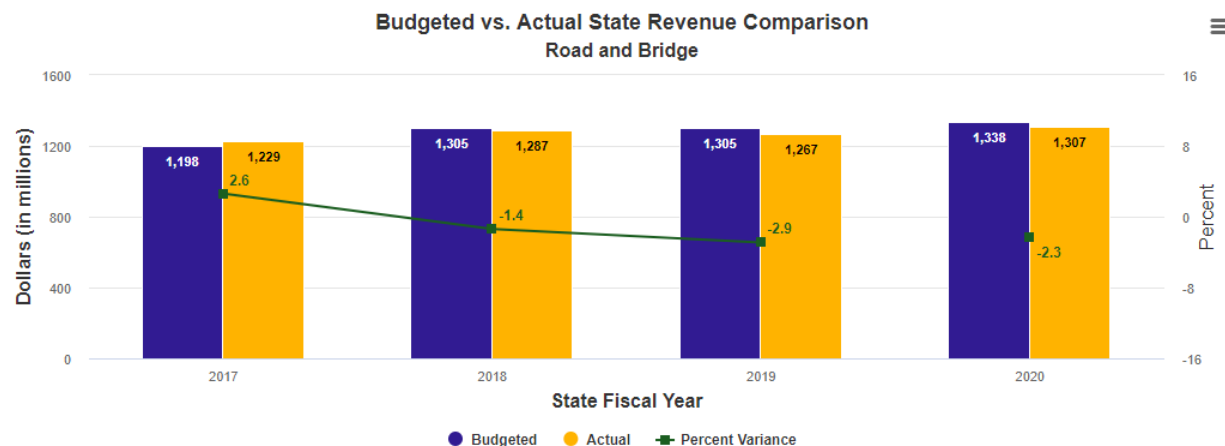
This measure tracks the operating cost of MoDOT's diverse fleet. This includes all classes of fleet broken down by Dump Trucks, Light Duty, Other Fleet and Stripers. Light Duty fleet contains cars, pickups, utility trucks, vans and one-ton trucks. Other Fleet contains heavy equipment such as tractors, loaders, distributors and excavators.

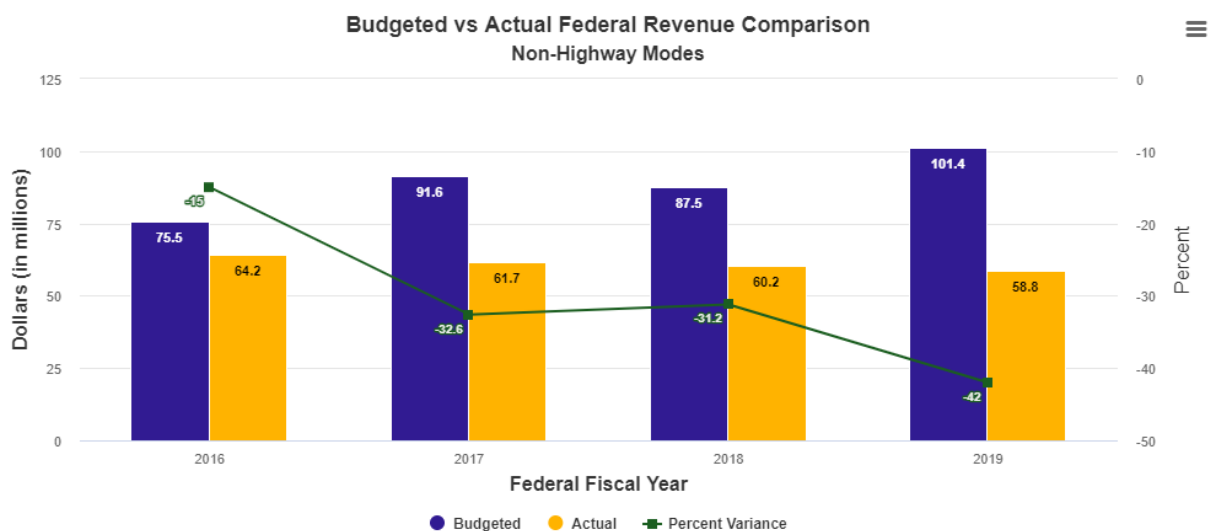
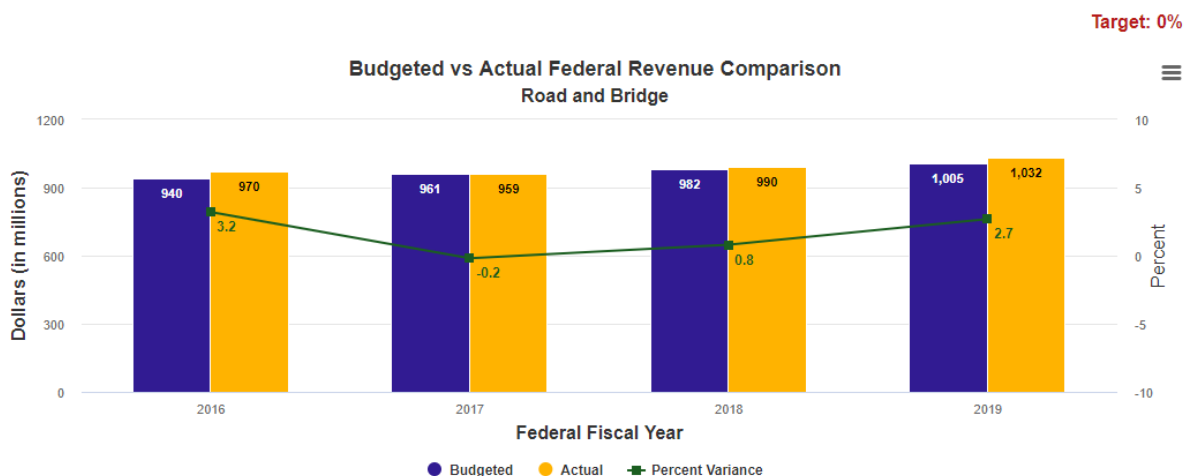
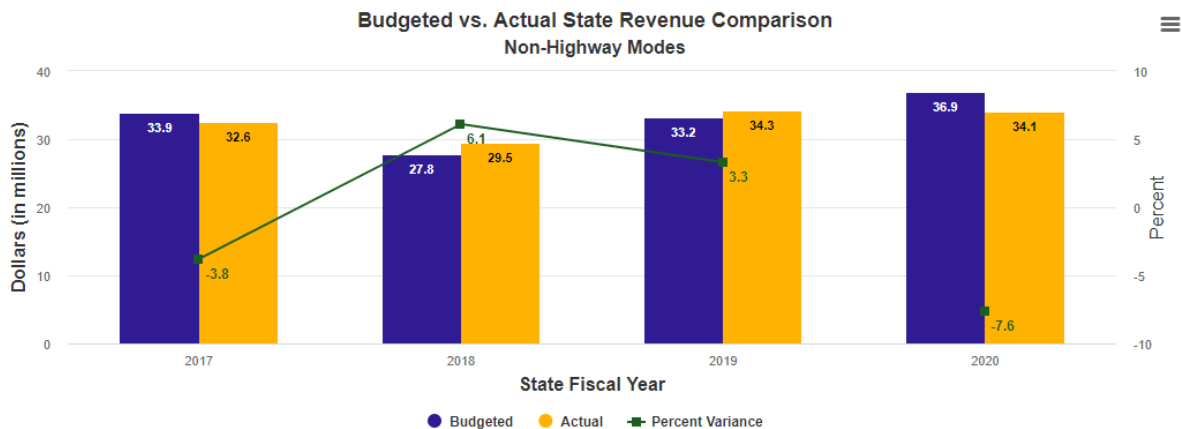
Measurement and Data Collection:

Data reflects the operating cost of MoDOT units in fuel, repairs, labor, benefits and miscellaneous costs. The cost data is collected in the statewide financial system. Fleet data is collected from MoDOT's fleet management system, FASTER.

Condition of facilities (UNDER CONSTRUCTION) – 5h

State and federal revenue budgets – 6a





Write up:

State and federal revenue budgets help MoDOT staff do a better job of budgeting limited funds for its operations and capital program. The target is for actual revenue to match budgets with no variance.

The actual state revenue for roads and bridges from motor fuel taxes, motor vehicle sales taxes, motor vehicle driver's licensing fees and miscellaneous fees was 2.3% less than budgeted through the fourth quarter of fiscal year 2020. Most of the variance is related to lower-than-projected revenue from motor fuel taxes, motor vehicle sales taxes and motor vehicle driver's licensing fees due to economic impacts from the COVID-19 pandemic. The negative variance of -7.6% for non-highway modes is attributed to lower than projected revenue from jet fuel sales tax.

The actual federal revenue for roads and bridges was 2.7% more than budgeted for federal FY 2019. The negative variance of 42% for non-highway modes is attributable to the timing of project expenditures.

The largest source of transportation revenue is from the federal government. Funding is received through various federal transportation agencies including Federal Highway, Transit, Aviation and Railroad Administrations. In December 2015, Congress passed a five-year federal transportation reauthorization act entitled Fixing America's Surface Transportation Act. The FAST Act increases the amount of road and bridge funding for all state departments of transportation. Federal revenue for other modes is reliant on the timing of project expenditures.

The primary source of federal and state revenue is motor fuel tax. The motor fuel tax rates have not changed in more than 20 years, while the cost for materials and labor have doubled or even tripled in the same time frame.

Purpose:

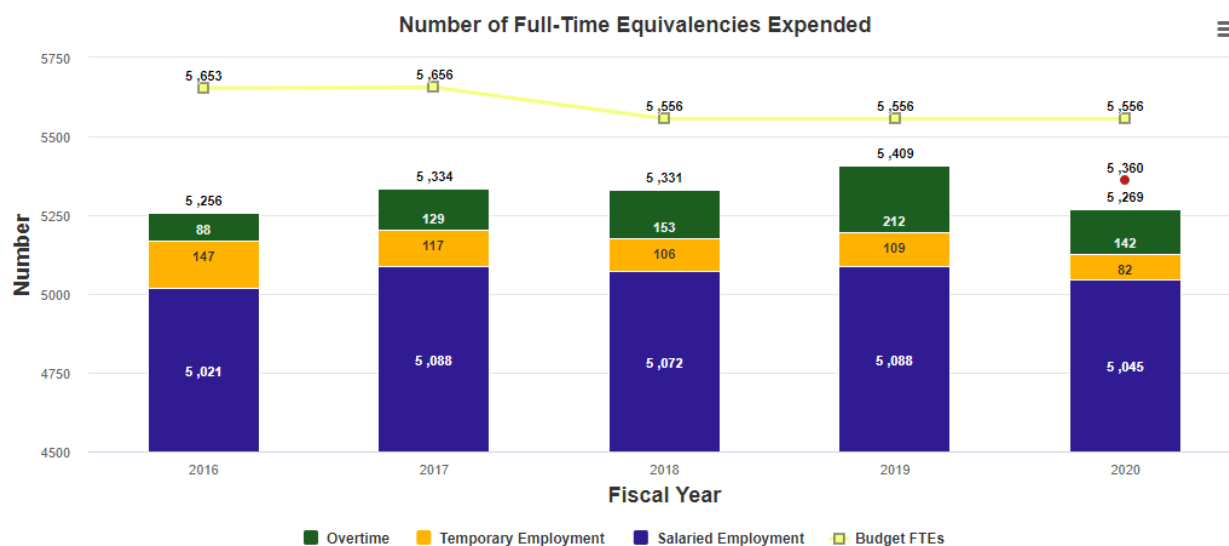
This measure shows the precision of state and federal revenue budgets.

Measurement and Data Collection:

State revenue for roads and bridges include motor fuel taxes, motor vehicle and driver licensing fees, motor vehicle sales taxes paid by highway users, interest earnings and miscellaneous revenues. State revenue for other modes includes motor vehicle sales taxes, aviation fuel taxes, jet fuel sales taxes, motor vehicle licensing fees, railroad assessments and appropriations from General Revenue and interest earnings. The measure provides the cumulative, year-to-date percent variance of actual state revenue versus budgeted state revenue by state fiscal year. Federal revenue for roads and bridges is the amount of federal funds available to commit in a federal fiscal year. Federal funds are distributed to states in accordance with federal law. Federal revenue for other modes is the amount reimbursed to MoDOT for expenses incurred in a state fiscal year.

The targets set for this measure are set by internal policy and will not change unless policy changes, regardless of performance.

Number of full-time equivalencies expended – 6b



2020 Target: 5,360

Write up:

Having the right number of employees to provide outstanding customer service and respond to the state's transportation needs, especially during emergency situations, is an important part of MoDOT's effort to use resources wisely.

During fiscal year 2020, the total number of full-time equivalencies expended decreased by 140, compared to FY 2019. Decreases were seen in all areas with the largest decrease in overtime FTEs.

A target of 5,360 FTEs was set for FY 2020 to reflect the average number of hours required to provide outstanding customer service, perform work safely and to fully respond to the state's transportation needs.

Purpose:

This measure tracks the change in the number of full-time equivalencies (a calculation of hours) expended within the department and compares it to the number of FTEs in the legislative budget.

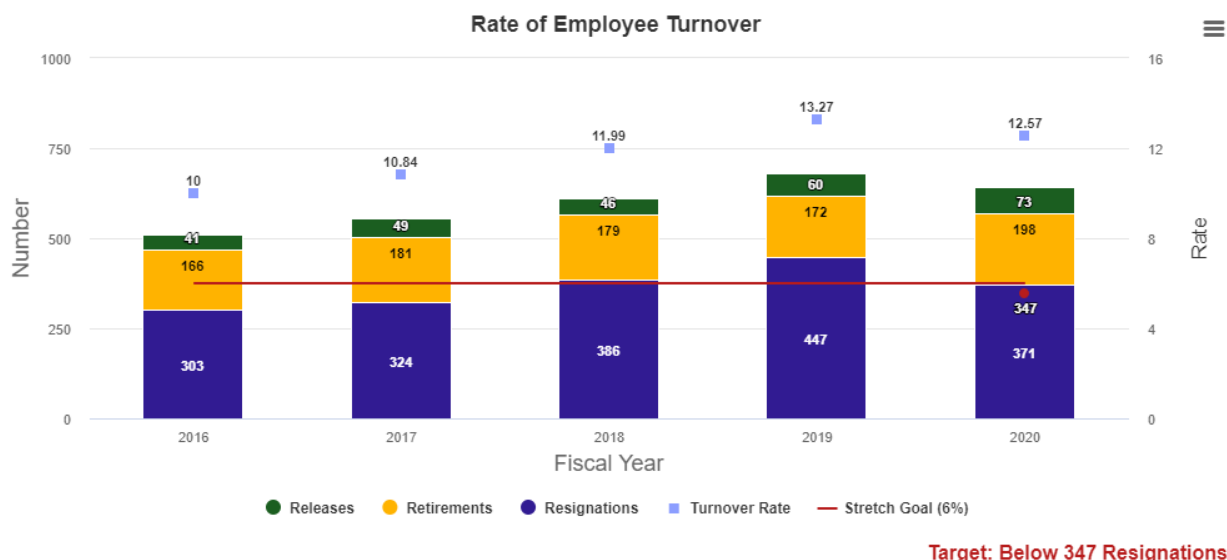
Measurement and Data Collection:

This measure converts the regular hours worked or on paid leave of temporary and salaried employees, as well as overtime worked (minus any hours that are flexed during the workweek), to FTEs. In order to calculate FTEs, the total number of hours worked or on paid leave is divided by 2,080. For comparison purposes, data for salaried employment is

annualized, whereas temporary employment and overtime data represent actual year-to-date calculations. This measure does not represent salaried headcount.

The target for this measure was set by management directive.

Rate of employee turnover – 6c



Write up:

When employees leave MoDOT, the department loses a large investment in recruiting, hiring and training its workforce. While some turnover is appropriate, MoDOT needs to retain an engaged workforce that has the knowledge and specialized skills to deliver the department's commitments and provide outstanding customer service.

The overall turnover rate has decreased from 13.27% in fiscal year 2019 to 12.57% in FY 2020. During FY 2020, resignations decreased, and retirements increased. Releases increased from 60 during FY 2019 to 73 during FY 2020. The FY 2020 target was 347 or fewer resignations with 371 actual resignations occurring for the year. As part of MoDOT's strategic initiatives and pay strategy, MoDOT will continue to look for opportunities to reduce the rate of employee turnover.

For the upcoming 2020-2021 winter operations season, MoDOT will continue to utilize two programs to improve recruitment and retention of winter operators. The Emergency Operations Stabilization and Market Adjustment provides an hourly increase for operators performing emergency operations duties. The Winter Operations Referral Program provides current eligible employees an incentive for referring new maintenance, bridge maintenance, emergency and seasonal employees.

Purpose:

This measure tracks the percent of employees who leave MoDOT. Turnover rates as shown in this measure include voluntary and involuntary separations.

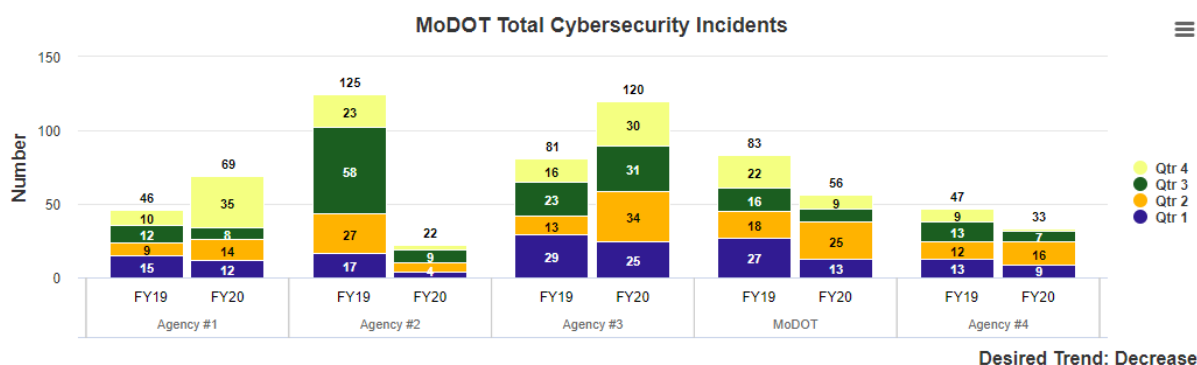
Measurement and Data Collection:

The data is collected statewide from the SAM II Advantage HR system and includes only salaried employees. Voluntary turnover includes resignations and retirements. Involuntary turnover reflects dismissals. Data is reported quarterly, with current year-to-date data included. Stretch goal is derived from Price Waterhouse Cooper's Saratoga Institute benchmark data.

The target for this measure was set by management directive.

Level of job satisfaction (UNDER CONSTRUCTION) – 6d

Reduce number of cybersecurity incidents – 6e



Write up:

Statewide, MoDOT maintains thousands of computer devices. Keeping those computers safe from outside threats is a 24-hour responsibility using the latest security measures.

In fiscal year 2020, there was a total of 56 incidents compared to 83 incidents in FY 2019. During the fourth quarter of fiscal year 2020, MoDOT reported nine cybersecurity incidents, the same as the previous quarter. All nine incidents were related to users accessing or attempting to access internet sites with malicious content. Malicious links are common in emails or on web pages. The Information Systems Division manages a Proofpoint email relay and threat protection to combat cyber threats. During the fourth quarter of FY 2020, there were 2,983 email threats identified and thwarted. Of those threats 2,452 were links to internet sites, 388 were attachments, 123 included both, and 20 were imposter threats.

New technology products and some policy changes are aiding to reduce the number of cybersecurity incidents. The new technology consists of a more robust tool to target and trap malicious email phishing campaigns. Along with this new tool, policy changes to increase the strength of user passwords have been implemented.

MoDOT continues to emphasize cybersecurity and to provide training for all department computer users. The cybersecurity oversight team works to define areas of vulnerability and deploy solutions to address risks. In addition, MoDOT utilizes the Office of Administration's network firewall service, endpoint cybersecurity detection and remediation services to provide increased cyber protection.

Purpose:

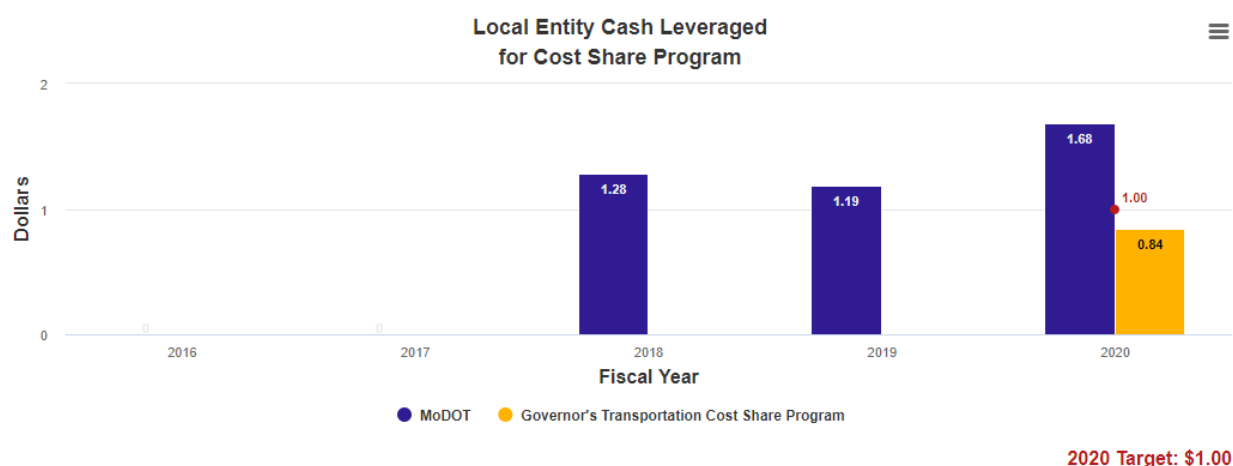
This measure reports the number of MoDOT cybersecurity incidents compared to other state agencies. An incident is defined as any threat that a standard anti-virus protection software cannot detect.

Measurement and Data Collection:

Data for this measure is captured from the state Office of Administration of Cybersecurity.

The target for this measure is zero.

Local entity cash leveraged for cost share program – 6f



Write up:

The Cost Share Program builds partnerships with local entities to pool efforts and resources to deliver state highway and bridge projects. When local entities are willing to partner with MoDOT, MoDOT matches their investment up to 50% of the project cost. MoDOT works in

cooperation with the Missouri Department of Economic Development and local entities to determine when targeted investments can be made to generate economic development and may provide up to 100% of the project cost.

On Jan. 8, 2014, the Missouri Highways and Transportation Commission suspended the Cost Share Program due to declining transportation funding. On Jan. 4, 2017, the MHTC reactivated the Cost Share Program for fiscal year 2018.

During the fourth quarter of FY 2020, no new Cost Share Program projects were approved. For every \$1 of Cost Share Program funds awarded in FY 2020, \$1.68 of funds were leveraged, which is above the target. This includes the leveraging of an \$81.2 million federal Infrastructure for Rebuilding America grant for the Rocheport Bridge/Mineola Hill project.

In addition, the Missouri General Assembly appropriated \$50 million of General Revenue funds to MoDOT and the Missouri Department of Economic Development to create the Governor's Transportation Cost Share Program to build partnerships with local entities to deliver public road and bridge projects in FY 2020. Initially, the Governor's Transportation Cost Share Program funds of \$50 million were approved for 20 projects. In the third quarter of FY 2020, an entity declined their award; therefore, returning \$2 million to the Governor's Transportation Cost Share Program. In the fourth quarter of FY 2020, the \$2 million balance of Governor's Transportation Cost Share Program funds was awarded to a new project; however, an additional entity declined their previous award of \$152,400. At the end of the quarter, 19 projects were awarded \$49.8 million of the \$50 million appropriated. For every \$1 of the Governor's Transportation Cost Share Program funds, local entities provided \$0.84 of cash.

Purpose:

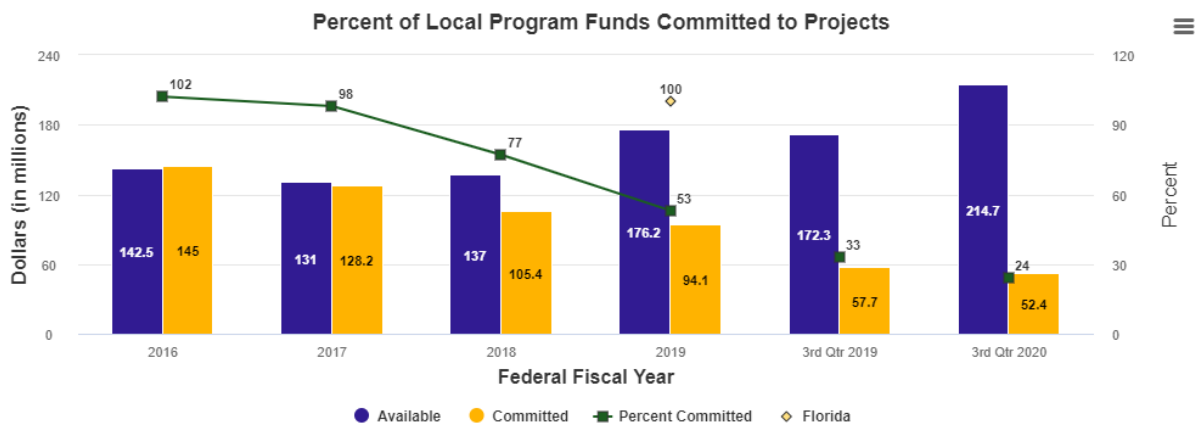
This measure tracks local entity cash leveraged from the Cost Share Program.

Measurement and Data Collection:

Data for this measure is collected from a partnership database.

The target for this measure was set by management directive.

Percent of local program funds committed to projects – 6g



Target: 100% Committed

Write up:

Local agencies receive federal funds to invest in projects that improve local infrastructure, and they share the cost of those projects by providing a 20% local match. To keep federal funds coming to Missouri, all federal funds received each year must be committed to projects by the end of the federal fiscal year. If the available funds are not fully committed, then the funds are at risk of being rescinded, which jeopardizes the ability to receive additional federal funds to deliver more projects.

During FFY 2020, local agencies received \$126 million for local transportation projects bringing their total balance available to invest to \$214.7 million. In third quarter FFY 2020, 24% (\$52.4 million) of the available funds have been committed to local projects. This is a 9% decrease in commitments compared to third quarter FFY 2019.

Purpose:

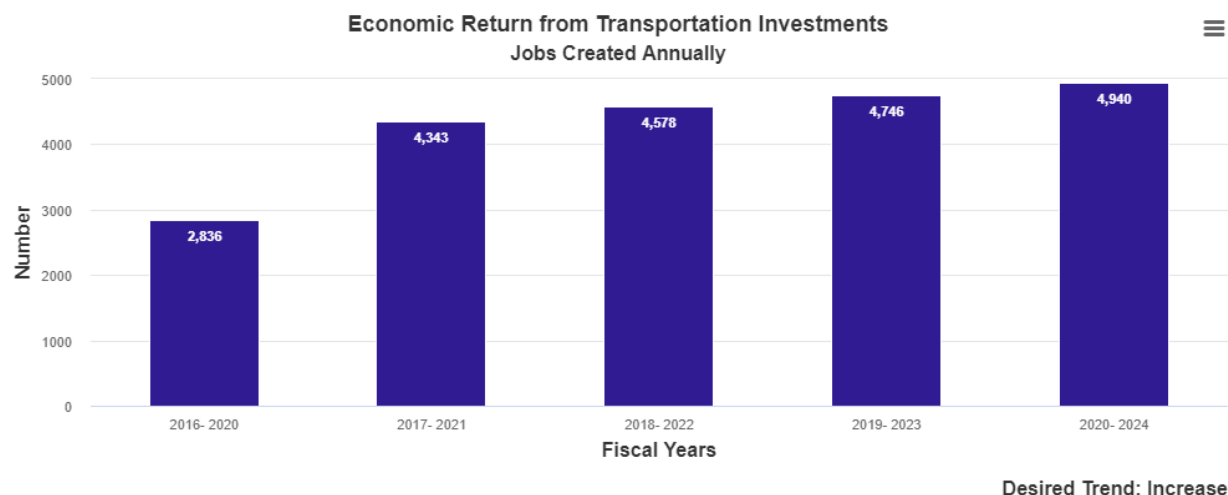
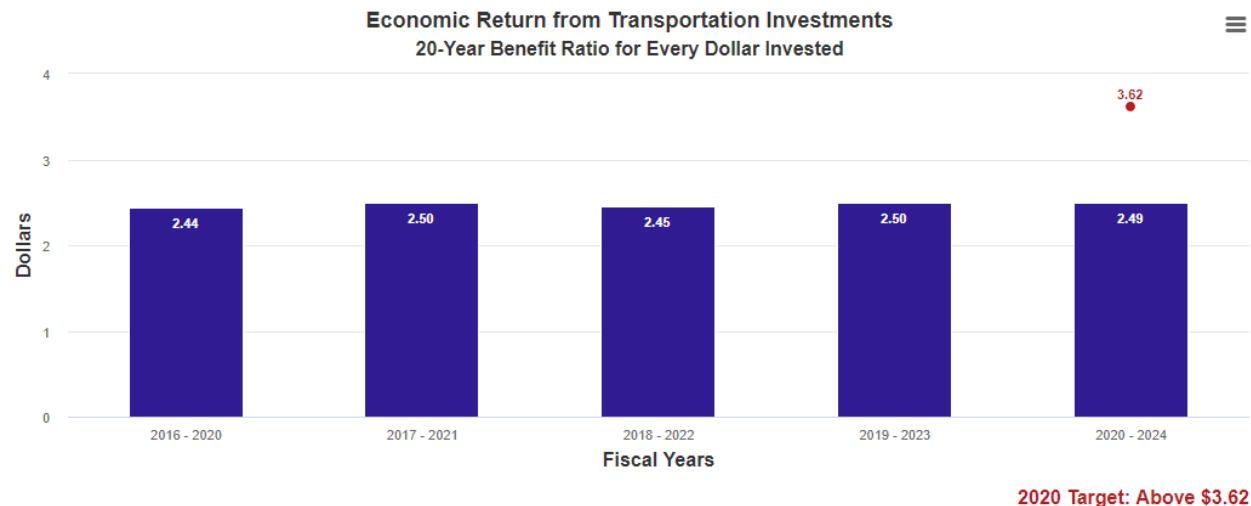
MoDOT is required to share federal funds with local agencies for transportation projects. This measure tracks the percent of available local program funds committed to projects.

Measurement and Data Collection:

The data is obtained from the Federal Highway Administration's Fiscal Management Information System and based on the federal fiscal year from Oct. 1 through Sept. 30. The committed amounts represent federal funds obligated for projects. The available amounts represent the federal program funds distributed to local sponsors plus any previous year balance. The desire is to invest all federal funds available to local public projects each year.

The target for this measure is set by internal policy and will not change unless policy changes, regardless of performance.

Economic return from transportation investment – 7a



Write up:

Investment in transportation improvements has long been held as a major economic engine that drives growth in job creation, personal income and new value added to Missouri's economy.

Based on MoDOT's 2020-2024 Statewide Transportation Improvement Program investment of \$6.2 billion, the program is estimated to create 4,940 jobs – a 4% increase when compared to MoDOT's 2019-2023 STIP. The average number of jobs created increased in line with the increase in expenditures.

Transportation investments are expected to contribute \$15 billion of economic output during the next 20 years, resulting in a \$2.49 return on every \$1 invested in transportation, which is fairly consistent with the last four years of STIP analyses. The slight decrease in economic return is due to the larger percentage of highway and bridge preservation expenditures

compared to the previous year. Current funding levels are only sufficient to maintain the current transportation system in its current condition rather than new major projects that offer a larger economic return. Missourians have consistently said they want us to take care of the existing system first, a \$55 billion value that carries a \$125 billion replacement cost.

Purpose:

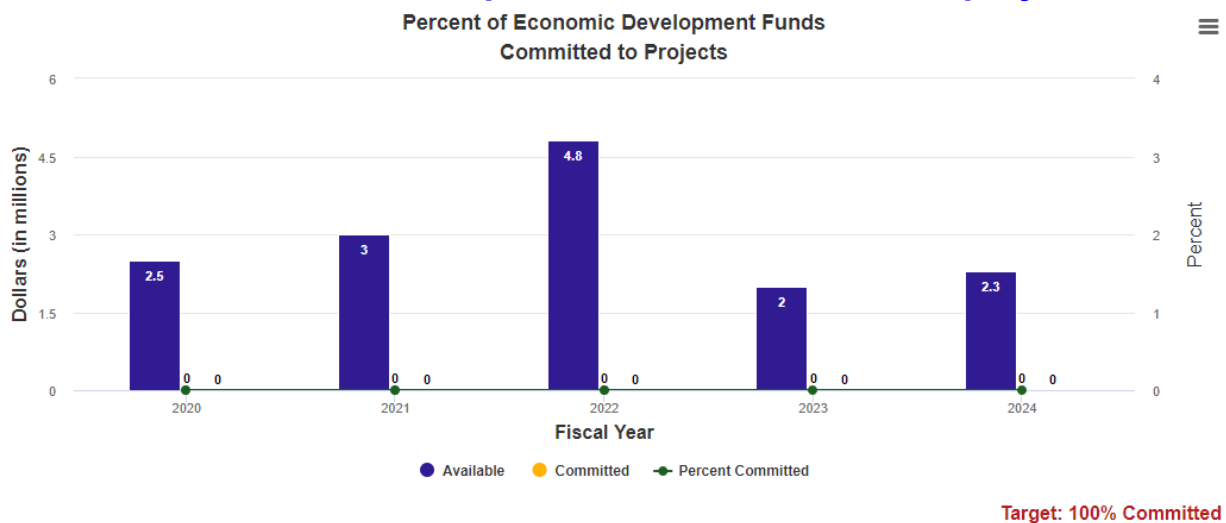
This measure tracks the economic impact resulting from the state's transportation investments.

Measurement and Data Collection:

MoDOT works with the HDR, Inc. to perform economic impact analyses for the state's transportation investments. The analyses are performed using a model called the Impact Analysis for Planning. The IMPLAN model results demonstrate a strong link between transportation investment and economic development.

This target was set by analyzing historical performance. MoDOT would like to reach the performance level of \$3.62 which is consistent with what was achieved in the 2014-2018 Statewide Transportation Improvement Program cycle.

Percent of economic development funds committed to projects – 7b



Write up:

The Cost Share Program builds partnerships with local entities to pool efforts and resources to deliver state highway and bridge projects. Ten percent of the funds are set aside for projects that demonstrate economic development through job creation. MoDOT works in cooperation with the Department of Economic Development and local entities to determine when targeted investments can be made on projects that produce the most economic impact

for Missouri. Projects selected for the 10% set aside may be funded up to 100% of the project cost. Tracking this data ensures economic development funds are being utilized.

For fiscal years 2020-2024, \$14,557,653 is available for eligible projects. Fiscal year 2022 includes savings from prior years (\$1.3 million). For FY 2023 and FY 2024 only 50% of funding allocation is available. For the fourth quarter of state FY 2020, no economic developments funds have been committed to projects. MoDOT will continue to work with DED to identify projects that demonstrate economic development.

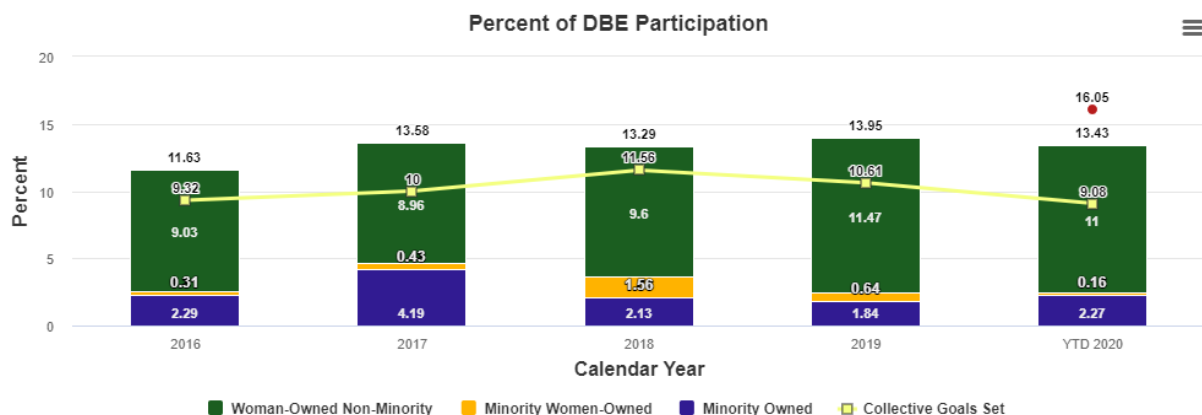
Purpose:

This measure tracks the percent of economic development funds committed to projects.

Measurement and Data Collection:

Data for this measure is collected from a partnership database.

Percent of disadvantaged business enterprise participation on construction and engineering projects – 7c



Target: Above 16.05%

Write up:

MoDOT supports diversity among its contractors, subcontractors and suppliers. Construction projects that receive federal aid or federal financial participation are required to take reasonable steps to ensure disadvantaged business enterprises have an opportunity to compete and participate in project contracts and subcontracts.

The overall Disadvantaged Business Enterprise target for federal fiscal year 2020 is 16.05%. The year-to-date DBE participation for FFY 2020 is 13.43%. This is a 0.52% decrease from FFY 2019. Of the 13.43% utilization, 11% was participation from women-owned, non-minority DBE firms, 0.16% was participation from minority women-owned DBE firms and 2.27% was

participation from minority-owned DBE firms. The collective goals set for projects closed during this period amounted to 9.08%. The DBE goals set for projects awarded during this period had committed DBE participation of 11.49%. To narrow the gap between the target and the performance, MoDOT is conducting outreach meetings to encourage new firms to apply for DBE certification and using DBE supportive services funding to expand the capacity of certified DBE firms.

Purpose:

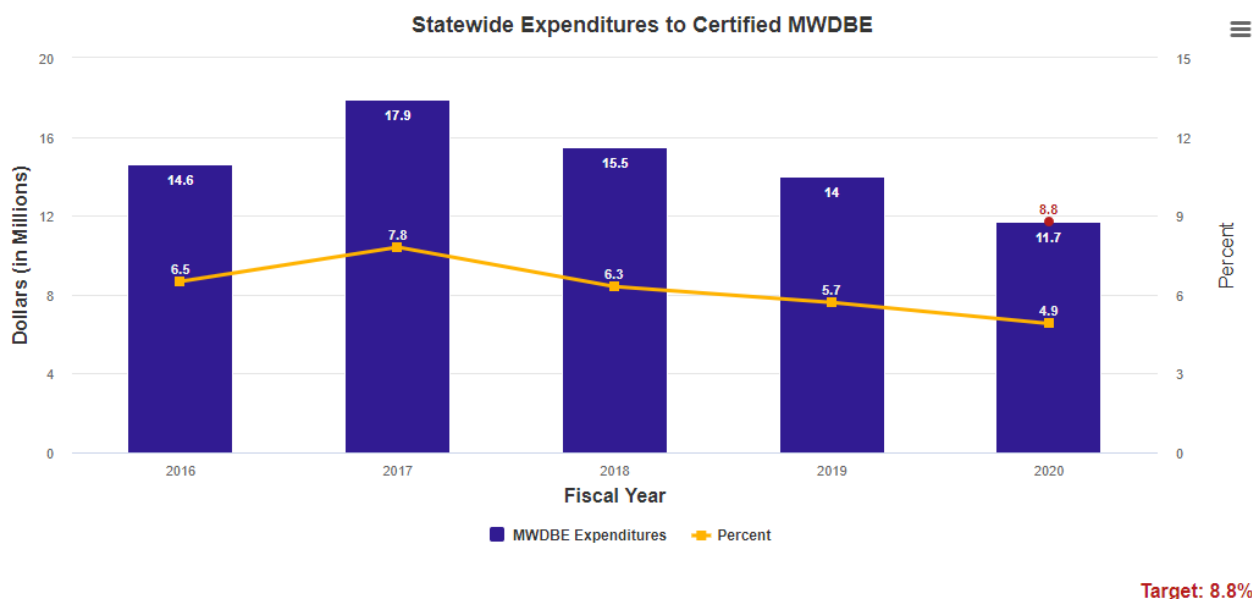
This measure tracks the percent of DBE used on construction and engineering projects.

Measurement and Data Collection:

Data is collected through AASHTOWare Projects for each construction and consultant project. The overall DBE goal is a yearly target established by MoDOT and the Federal Highway Administration regarding the expected total DBE participation on all federally-funded construction and consultant projects. Individual DBE project goals are determined by subcontract opportunity, project location and available DBE firms that can perform the scope of work. DBE utilization is tracked for each project identifying the prime contractor, contract amount, the established goal and how the prime contractor fulfilled the goal. This measure is based on the federal fiscal year. Collection of all data in this system began in April of 2014.

The target for this measure is set by FHWA policy and is updated every three years.

Expenditures made to certified minority, women and disadvantaged business enterprises – 7d



Write up:

Ensuring MoDOT spending is reflected in all Missouri communities helps advance economic development for all business enterprises. By reviewing historical data, opportunities for improvement are identified. These improvement efforts include training staff who have procurement authority and reaching out to minority, women and disadvantaged business enterprises to encourage them to become certified as well as focus on inclusion efforts.

Results from fiscal year 2020 show a decrease of \$2.3 million in Minority, Women and Disadvantaged Business Enterprises disbursements compared to FY 2019 and a decrease of 0.8% in total MWDBE expenditures.

This measure will continue to track the department's efforts to ensure the vendor pool is representative of the business community as a whole, including MWDBE firms.

Purpose:

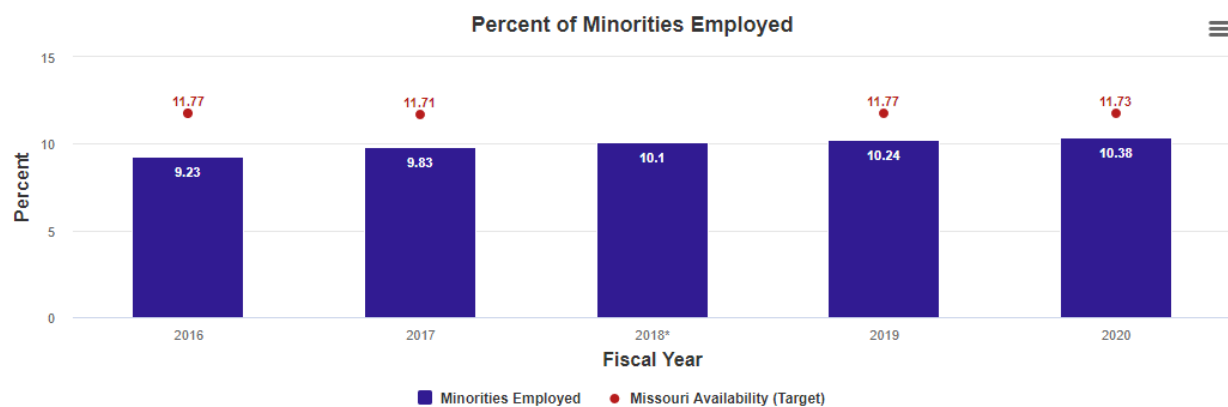
This measure tracks the department's non-program spending with certified minority, women and disadvantaged business enterprises.

Measurement and Data Collection:

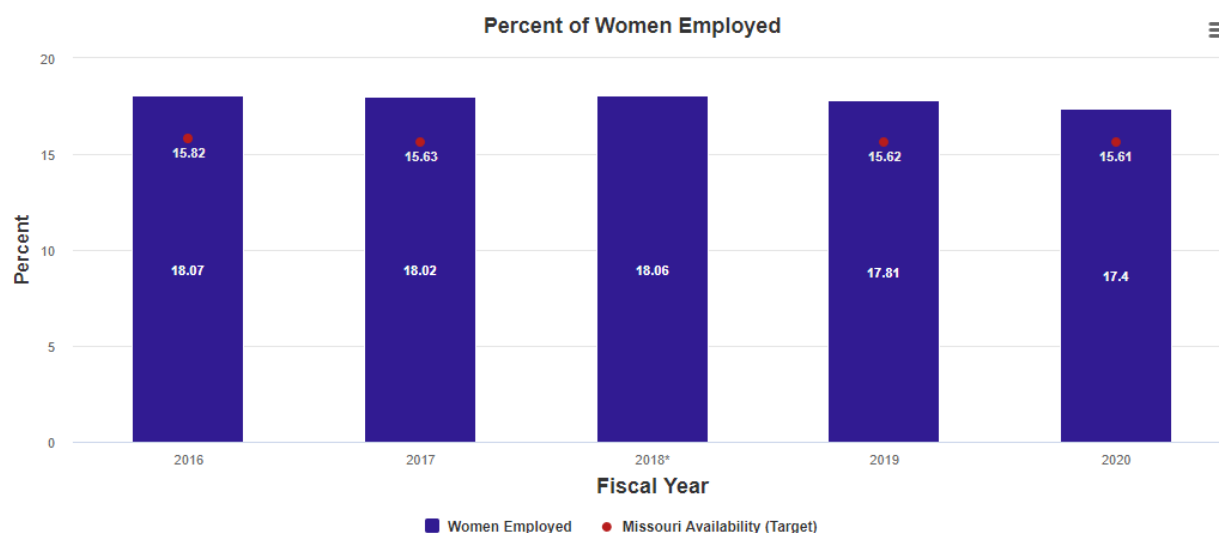
Data is obtained from the statewide financial accounting system expenditure reports and United Missouri Bank purchasing card reports. Certified vendors are maintained in a statewide procurement vendor database. Vendors may be certified through the Office of Administration as well as the Missouri Regional Certification Committee. Included in these expenditures are items such as materials, equipment, tools and supplies. Program spending, including construction, design consultants, local agencies, highway safety and multimodal programs and exempted activities such as utilities, postage, organizational memberships, conferences and travel is excluded from total dollars spent.

The target for this measure is an average of the availability percentage of minority-owned and women-owned businesses and MoDOT's most recent five-year average utilization. This target will be updated annually in October.

Percent of minorities and women employed – 7e



2020 Target: Increase



2020 Target: No Change

*Data for Missouri Availability is not available for fiscal year 2018

Write up:

By placing the right people in the right positions, MoDOT can better serve its customers and help fulfill its responsibilities to taxpayers.

The number of minority employees increased by 0.1%, from 522 employees in fiscal year 2019 to 524 in FY 2020.

The number of women employees decreased 3.4%, from 908 employees in FY 2019 to 878 in FY 2020. .

Total full-time employment between FY 2019 and FY 2020 decreased from 5,097 to 5,046 employees.

New retention efforts have been put into place including new employee resource groups and virtual diversity webinars. These good-faith efforts aid in increasing an applicant pool of qualified minorities and women from internal candidates, which may ultimately help narrow the gap between actual employment and target employment of minorities and women.

The target for this measure is the Missouri availability, determined by the 2010 census, for both demographics tracked. MoDOT has surpassed the target for women employment and is making incremental progress toward meeting the target for minority employment.

Purpose:

This measure tracks minority and women employment in MoDOT's workforce and compares it with availability data from the Missouri 2010 Census report.

Measurement and Data Collection:

The SAM II database is used to collect data. The Missouri 2010 Census data is used as the benchmark for this measurement. The availability number is derived from two different sets of data; the 2010 census and the current pool of MoDOT employees who are trainable, transferable or promotable. The two statistics are factored together and weighted based on the hiring practices from the previous year. The weighted number allows for a more accurate reflection of the hiring process. This number ultimately conveys the number of minorities and women who currently possess the skills necessary to work for the department.

The target for this measure is based on Missouri's availability and is set each October.